

## Better Buses – Birley Spa Lane/Moss Way: Response to Issues raised in Jan/Feb 2017 Scheme Consultation

A large number of e-mails and phone calls were received regarding the proposals. The majority of respondents were pleased that changes were proposed at this junction but there were concerns about some of the changes. These centred on a number of common themes.

### 1. Concerns over congestion and traffic volumes and wider traffic issues:

**Suggestion / Comment:** A number of people were worried about congestion and wondered whether a mini-roundabout would address this or indeed could make the current issues worse at busy times. They also highlighted that traffic congestion issues were increasing throughout the area.

**Answer:** Modelling of the junction was carried out to assess any impact on congestion as well as to look at the option of traffic signals: see more under section 2 below. This showed that a mini roundabout gave benefit to buses emerging from Birley Spa Lane (as expected) and also minor benefit for general traffic, without adding to the existing delay / congestion experienced on Moss Way.

The scheme would be funded by the Sheffield Better Bus Area Partnership (funding from Central Government's Department for Transport) to address bus journey reliability issues. This funding cannot stretch to any wider traffic improvement plans on Moss Way or the wider road network.

Local concern that traffic congestion is increasing, following new development in the area, is understood. The City Council is currently working up its Local Plan, a statutory document which will provide guidance on development across the city up until 2034. Consultation on the Full Draft Plan will provide opportunity to comment on these wider issues.

### 2. Traffic Signals:

**Suggestion / Comment:** Many respondents suggested that traffic signals would work better and would be safer.

**Answer:** Moss Way is extremely busy both in the morning and evening peak hours, but at other times of day there are plenty of gaps for vehicles to exit Birley Spa Lane and for pedestrians to cross using the existing island. Traffic signals were considered at the early stages of scheme development but weren't progressed because they would introduce delay at times when there is none currently. In addition, buses and general traffic would also be stopped travelling from the Donetsk Way roundabout before turning left into Birley Spa Lane where currently they can freely make this turn. There was also a concern that in the evening peak, traffic signals will introduce too much delay for vehicles travelling from that roundabout and a queue could back up onto the Donetsk roundabout itself causing wider congestion issues. Adding a signalised pedestrian crossing within the signals would increase delays to vehicular traffic and so increase levels of congestion further.

Modelling of the junction was carried out to assess these impacts as well as any impact on congestion (see section 1 above). This showed that the option to signalise the junction adds more delay on some routes to and from the

junction. Adding a controlled pedestrian crossing facility as part of a signal layout also adds to general delay and possible congestion. The Council suggests that the mini roundabout would provide the most benefit to buses while not adding to the existing delay / congestion experienced on Moss Way.

We also anticipate that speeds will be lower with the mini-roundabout as vehicles will need to prepare to give way to anything entering Moss Way from Birley Spa Lane. Under a traffic signal layout there wouldn't be any change to the approaches and therefore speeds may actually increase as drivers try and get through the lights on green if they anticipate a change.

### **3. Problems for Pedestrians at Beighton Road:**

**Suggestion / Comment:** Some of the responses suggested that it was becoming increasingly difficult to cross Moss Way at busy times and also highlighted problems associated with crossing Moss Way near to the junction with Beighton Road.

**Answer:** Providing a mini roundabout layout will mean that traffic movements are slower and gaps in traffic are more frequent during busy times. This together with reducing the speed limit on approaches will allow pedestrians more opportunities to cross at the existing island.

We have recognised that crossing Moss Way near the Beighton Road junction can be difficult and are now proposing, as part of the scheme, to introduce another pedestrian island. (This involves widening into land and the junction of Beighton Road).

### **4. The proposed 30mph Limit:**

**Suggestion / Comment:** A few respondents requested that the 30mph speed limit be increased to cover more of Moss Way.

**Answer:** It is proposed to relocate the start of the proposed 30mph limit to a location just before the junction with Beighton Road which will tie in with the proposed new pedestrian island – the details of which will have to have a revised speed limit order.

The information relating to this together with detailed design plans of the final scheme is available to view at the following link:

[www.sheffield.gov.uk/mossway](http://www.sheffield.gov.uk/mossway)