

Highway Cabinet Member Decision Session

Thursday 9 April 2015 at 10.00 am

To be held at the Town Hall,
Pinstone Street, Sheffield, S1 2HH

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**HIGHWAY CABINET MEMBER DECISION SESSION
9 APRIL 2015**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 8)
Minutes of the Session held on 16 March 2015
- 4. Normanton Hill Crossing Scheme** (Pages 9 - 26)
Report of the Executive Director, Place
- 5. Greenhill Avenue/Greenhill Main Road Traffic Signals** (Pages 27 - 38)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Friday 24 April 2015 at 1.00 pm

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session held 16 March 2015

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development) and Councillor Jayne Dunn (Cabinet Member for Environment, Recycling and Streetscene).

Also In Attendance: Councillor Chris Rosling-Josephs (Cabinet Adviser)
Simon Botterill (Team Manager, Traffic Management)
Andrew Marwood (Engineer, Traffic Management)
Dave Ross (Principal Committee Secretary)

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 There were no apologies for absence.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the Session held on 8 January 2015 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 There were no questions or petitions received from members of the public.

5. GLEADLESS KEY BUS ROUTES: GLEADLESS ROAD/BLACKSTOCK ROAD. REVISED SCHEME LAYOUT - OUTCOME OF FURTHER CONSULTATION

5.1 Simon Botterill, Team Manager, Traffic Management, introduced a report of the Executive Director, Place setting out officer responses to comments received during the public re-consultation undertaken following the development of a revised layout for the junction of Gleadless Road and Blackstock Road. The revisions were made to minimise the ecological impact of the carriageway widening works and an Ecological Assessment and Arboriculture Impact Assessment had also been produced to determine the impacts and mitigation measures to enable an inbound bus lane to be provided. He also proposed an additional recommendation regarding approval of the making and implementation of the Traffic Regulation Orders related to the Blackstock Road / Gleadless Road bus lane in accordance with the Road Traffic Regulation Act 1984.

5.2 A summary of the key areas of agreement arising from a meeting between the City Council and local community groups held on 10 March 2015 was circulated at the Session.

5.3 William Fairhead attended the meeting on behalf of the Gleadless Valley Wildlife

- Trust to make representations to the Cabinet Members and stated that the Trust was working with Reach South Sheffield and Heeley City Farm. He referred to the meeting between the City Council and local community groups held on 10 March 2015.
- 5.4 Simon Botterill indicated that South Yorkshire Passenger Transport Executive provided the funding for the Scheme. Although this was limited, reasonable mitigation works would be funded. The Council would continue to work with the Trust and local community groups to put mitigation in place to address the environmental impacts in the area.
- 5.5 William Fairhead stated that the main concern was the loss of trees. He presented a photograph which included one tree that was 150 years old. He indicated that one aspect that was missing from the report was information on the proposed Scheme relative to important features. Mr Fairhead considered that the road construction would be just within the tree canopy and the footway was well within the canopy. He asked that officers ensured that the oak tree was retained and kept in a healthy state. The Trust and community groups were keen to work with the Council to secure environmental improvements to compensate for the impacts. Mr Fairhead emphasised that the scheme was a concern for the people of Gleadless and the areas affected were valued by local people. Mr Fairhead also referred to the Heeley City Farm study and linking improvements to a more varied mixture of trees in the area.
- 5.6 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development, indicated that the aim was to protect as much of the green areas as possible but in a balanced way.
- 5.7 In response to the issues raised by Mr Fairhead, Simon Botterill indicated that the amount of road space required for the bus lane had been minimised. General traffic would not be as close to the main trees as it was now and would be closer to the orchard site. There would be the same amount of traffic as at the present time but there would be a better localised environment for the trees.
- 5.8 Andrew Marwood, Engineer, Traffic Management, indicated that the landscape architect was keen to plant fruit trees on the orchard site in the next few weeks and he would discuss that with Mr Fairhead.
- 5.9 Mr Fairhead suggested having further discussions with officers and referred to the need for events at the orchard site. He felt that it was not necessary to rush the planting but discuss the final design with community groups.
- 5.10 Councillor Jayne Dunn, Cabinet Member for Environment, Recycling and Streetscene, referred to the discussions that had been held on the protection of ancient woodland. She asked whether there was work with the Wildlife Trust with which she had a good relationship. The Trust was keen to create green space. Councillor Dunn was keen to ensure the continuation of conservation work.
- 5.11 In response to a question from Councillor Dunn relating to the concerns raised

on the intrusion around the oak tree, Simon Botterill indicated that there should be no intrusion at that point of the footway. He added that they were working with an Arboriculturalist on the Scheme.

5.12 Mr Fairhead referred to issues with work undertaken previously by Amey. Simon Botterill referred to the good relationship with Amey who had safe management and would monitor the work being undertaken. The aim was to ensure the minimum amount of disruption.

5.13 Mr Fairhead stated that there was a need for high safety standards where trees were located closer to roads. Where footpaths and roads were located near trees this placed more pressure on the trees and there was a need to avoid stress on the trees.

5.14 Councillor Dunn stated that a great deal had been learnt over the first two years of the Streets Ahead Project and there was a large amount of liaison with local groups and Councillors.

5.15 Mr Fairhead asked if it would be possible for local groups to be commissioned to undertake some of the work. Councillor Dunn stated that there would be close working with local groups and that she could attend any meetings. Simon Botterill indicated that a plan of the works would be placed in the local library.

5.16 **Resolved:** That:-

(a) approval is given to completion of the detailed design and implementation of the Gleadless Road/Blackstock Road Scheme, as described in the report now submitted, taking full account of the recommendations outlined in the Ecology Assessment and the accompanying Arboriculture Impact Assessment and to involve the Gleadless Valley Wildlife Trust and community to mitigate the negative ecological impacts of the Scheme;

(b) approval is given to the making and implementation of the Traffic Regulation Orders related to the Blackstock Road / Gleadless Road bus lane (as detailed in TM/LT109-P3 REV D) in accordance with the Road Traffic Regulation Act 1984;

(c) all parties responding to the recent re-consultation be informed of the outcome;

(d) it be noted that full funding for this Scheme is yet to be secured; and

(e) the Director of Regeneration and Development Services is requested to work closely with the local community groups during the detailed design and implementation of the Scheme.

5.17 **Reasons for Decision**

5.17.1 The proposals described in the report will contribute to improvements in the punctuality and reliability of bus services in the Gleadless area together with

accessibility improvements to/from bus stops.

- 5.17.2 Whilst it is acknowledged that the proposed Scheme will impact on adjacent public open space and trees to varying degrees, the recommendations outlined in the Ecology Assessment and Arboriculture Impact Assessment to mitigate the negative aspects will be fully investigated and adopted where practicable and beneficial.

5.18 Alternatives Considered and Rejected

- 5.18.1 The current Blackstock Road widening Scheme was developed following a review of an earlier proposal to provide a minor bus-only facility at the junction of Gleadless Road. This was discounted as, without the additional length of bus lane now proposed, the limited time saving benefits for buses did not justify the Scheme cost. Additionally, the alignment of the new section of carriageway across the public open space has been revised as much as practicable to minimise the negative impact on trees.



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 9th April 2015

Subject: Normanton Hill Pedestrian Crossing Scheme

Author of Report: Susie Pryor

Summary:

This report describes the proposals for a signalised pedestrian crossing at Normanton Hill by the entrance to Richmond Park. The scheme will improve road safety and reduce the number and severity of pedestrian related collisions in Normanton Hill.

It also sets out officer's response to comments received from the consultation on this scheme.

Reasons for Recommendations:

The pedestrian crossing and associated works will contribute to an improvement in safety along Normanton Hill. The introduction of a pedestrian crossing should reduce the number and severity of collisions and reduce the fear of collisions.

Recommendations:

To note the comments made by respondents to the consultation

To approve the scheme, as proposed, for design and implementation subject to:

- a) Confirmation of sufficient funding within the Local Transport Plan allocation Road Safety block
 - b) Approval of the scheme via the Capital Approval gateway Process.
-

Background Papers: Appendix A - Consultation letter and plan

Appendix B – Detailed submitted written comments and officer responses

Appendix C – Comments and officer responses at public meeting

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
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
Richmond
Relevant Cabinet Portfolio Leader
Jayne Dunn
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
YES

NORMANTON HILL SIGNALISED PEDESTRIAN CROSSING SCHEME

1.0 SUMMARY

1.1 This report describes the proposals for a signalised pedestrian crossing at the site of a tragic fatal collision in May 2014. Site constraints mean that associated measures, such as a new access road and moving a bus stop are also required. The scheme will improve road safety and reduce the number and severity of pedestrian related collisions at this location.

1.2 This report also sets out officer's response to comments received from the consultation on this scheme.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The introduction of road safety measures on Normanton Hill will bring about a reduction in the number and severity of road traffic collisions, thus helping to create *safe and secure communities*. Implementing the measures described in this report will contribute to the creation of a safer residential environment and a *Great Place to Live*. The response to the consultation contributes to the *working better together* value of the Council's Corporate Plan *Standing up for Sheffield*.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The introduction of the road safety measures described in this report will contribute to the delivery of:

- the '*sustainable and safe transport*' objective of the Corporate Plan;
- Policy W of the Sheffield City Region Transport Strategy 2011-2026 (*To encourage safer road use and reduce casualties on our roads*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a healthier population; a safer Sheffield*);

4.0 REPORT

Introduction

4.1 On the 9th May 2014 there was a road traffic collision on Normanton Hill near the Richmond Park Entrance. A 14 year old female pedestrian was fatally injured and a 12 year old female pedestrian was seriously injured

4.2 Following this tragic collision a petition containing 12,751 signatures was submitted to Full Council. The petition requested a controlled pedestrian crossing and speed restrictions on Normanton Hill.

4.3 In response to the petition the Council therefore intends to install a road safety scheme on Normanton Hill in the 2015/16 year. This scheme will

comprise of the installation of a controlled pedestrian crossing as close to the existing crossing point to Richmond park as possible.

- 4.4 South Yorkshire Police agreed to undertake mobile speed enforcement on Normanton Hill and camera enforcement signs were erected to facilitate this as well as the installation of an area of hard standing for the mobile camera vehicle. Mobile speed enforcement has taken place at regular intervals starting from the 1st July 2014. By November 471 speeding offences had been captured.

Pedestrian Crossing scheme

- 4.5 The proposed signalised pedestrian crossing is located where a footpath from Hollybank Drive meets Normanton Hill, directly opposite a vehicular access to two residential properties, allotments and a pedestrian only access to Richmond Park. This is on the pedestrian desire line and because the footway along Normanton Hill is so narrow, is the only feasible place to locate the crossing.
- 4.6 A survey in June 2014 showed that Normanton Hill was crossed by 337 people in one day. Many were school pupils. A plan of the scheme is attached in Appendix A.
- 4..7 The vehicular access for the two residential properties and allotments will be realigned through the adjacent corner of Richmond Park. The current access will be retained for pedestrians only. This will be enforced by means of a staggered barrier which will also reduce the risk of pedestrians walking or cyclists riding straight onto the main road.
- 4.8 There are two buses per hour per direction. To facilitate the scheme it is proposed to relocate the eastbound bus stop 15 metres east of its current position. It will be 30 metres east of the crossing point. The sub-standard footway to the bus stop will also be widened by 2.5metres providing a much safer walking and waiting environment.
- 4.8 Planning permission is required for the scheme. An application has been submitted and a decision is likely in February/March 2015. Planning issues include the following:
- In the Sheffield Local Plan, Richmond Park is designated a Countryside Area (Green Belt) and a strip of the park parallel to Normanton Hill is further designated as an Ecological Local Nature Site. The corner of the park proposed for the realigned access is covered by these designations. The Richmond Park Masterplan shows part of the land required for these proposals containing “naturally regenerated oaks [which will be] allowed to develop, with biological interest encouraged through wildflower planting...”

The corner required for the proposals contains a large mature sycamore. There is also a mix of self set oak saplings, birch, brambles and long grass. These will be cleared to allow construction of the scheme but will be allowed to grow back naturally, subject to sightlines along the main road

being maintained from the new access.

- 4.9 A new hedge is proposed to be planted at the back of the new access road. The hedge is likely to consist of hedgerow with oak saplings interspersed. A fence will also be constructed along the hedge line to keep vehicles out of the park whilst the hedge itself grows and matures around it. A narrow gap will be maintained at one point in the fence/hedge to allow pedestrian only access into the park.
- 4.10 The habitat of the park means that it may contain Great Crested Newts. As a protected species, Great Crested Newt surveys must be carried out from mid-March. If they are found to inhabit the area measures must be employed to relocate them and may also be required to prevent them from entering the scheme area once it is constructed.
- 4.11 A tree that was planted in memory of the teenager that was fatally injured will be relocated slightly eastwards in order to construct the pedestrian waiting area for the crossing.

Statutory and Public Consultation

- 4.12 Statutory consultees including the emergency services, bus operators, Friends of Richmond Park (FORP) and Veolia were informed of the proposals and invited to comment from 10th November 2014.
- 4.13 The public consultation period ran from 24th November to 15th December 2014. Letters were hand delivered to houses on Hollybank Drive that back on to Normanton Hill, as well as the two houses at the park entrance that are directly served by the access road. In addition, public notices were erected in several places on Normanton Hill and in Richmond Park. Appendix A shows the consultation letter and plan that were used.
- 4.14 No formal objections to the scheme were received. Written responses were received from nine agencies, individuals or groups including South Yorkshire Police, South Yorkshire Passenger Transport Executive, Friends of Richmond Park and local residents. Their written comments and officer responses are detailed in Appendix B.
- 4.15 A public meeting was held on Thursday 11th December at Carpenter Gardens Community Room. A summary of the questions/comments and officer responses is provided in Appendix C. The issues raised included:
- Traffic speeds on Normanton Hill;
 - Proposed location of the crossing;
 - Crossing facilities;
 - The proposed new access road;
 - Relocation of the bus stop;
 - Impact on vegetation and trees in Richmond Park.

5.0 RELEVANT IMPLICATIONS

5.1 The cost of the works described in this report is estimated to be £440,000; this includes an amount for the future maintenance of the scheme. This will be funded from an allocation from the Local Transport Plan settlement in 2015/16 and formal approval will be sought in due course via a Capital Approval Form. There is funding for feasibility already identified in the Accidents Savings Block for the design work being carried out in 2014/15.

5.2 A previous submission to the Great place to Live Programme Board in February this year set out the planned capital programme for 2015/16 as below:

- £250,000 – Accident saving schemes
- £400,000 – 20mph schemes
- £50,000 – School keep clear schemes
- £60,000 – Speed Indication Devices (Innovative Traffic Calming Study)
- £40,000 – Road Safety Audit – Stage 3 Issues Arising

The accident saving schemes included not just the construction of Normanton Hill but schemes at:

- Barnsley Road at Elm Lane
- Firth Park Road – Idsworth Road to Bolsover Road
- Coisley Hill
- Harborough Avenue at Fretson Road

5.3 It follows therefore that the service will need to re-prioritise the spending plans and resubmit these to the Great Place to Live Board in order to deliver this important scheme and this will be dealt with as part of the capital approvals process.

5.4 An Equality Impact Assessment has been conducted and concludes that the proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as the proposals reduce road speed and improve crossing facilities. No negative equality impacts have been identified.

5.5 The Council has a statutory duty under the Road Traffic Act 1988 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 or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

5.6 The Council has received a number of comments in response to the consultation. Some individuals have raised issues about the approach the

Council is proposing to take with regard to the proposals outlined in this report. The Council therefore needs to consider whether the benefits of implementing these proposals outweigh the issues that have been raised. Provided the Council is satisfied that this is the case, it is acting lawfully and within its powers

6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 This site is currently a location for a Speed Indication Device (smiley SID). It is Council policy to use these devices for a relatively short period of time and rotate them between other roads in the area, otherwise motorists become used to them and they do not have the desired effect. The speed data from the SIDs at this location shows that average vehicle speeds of 39mph in the downhill direction which suggests that at this location such a measure is ineffective.

6.2 A traffic calming scheme could be considered. However, given existing speeds a localised traffic calming scheme could lead to loss of control accidents. Therefore it would probably be necessary to traffic calm the whole length of the road, linking the scheme with the existing measures located between Linley Lane and Coisley Hill. The cost of such a scheme along this length would be very expensive and it would be difficult to justify this, given the overall low collision rate along the length of Normanton Hill.

7.0 REASONS FOR RECOMMENDATIONS

7.1 The pedestrian crossing and associated works will contribute to an improvement in safety along Normanton Hill. The introduction of a pedestrian crossing should reduce the number and severity of collisions and reduce the fear of collisions.

8.0 RECOMMENDATIONS

8.1 To note the comments made by respondents to the consultation

8.2 To approve the scheme, as proposed, for design and implementation, Subject to:

a) Confirmation of sufficient funding within the Local Transport Plan allocation Road Safety block

b) Approval of the scheme via the Capital Approval gateway Process.

Simon Green
Executive Director, Place

9th April 2015

APPENDIX A: Consultation Letter and Plan



Amey Plc
Unit 2a
Antler Complex
Bruntcliffe Way
Morley
Leeds
LS27 0JG

24th November 2014

Address
Sheffield
S12 2BT

Dear Sir/ Madam,

Proposed Pedestrian Crossing at Normanton Hill

Sheffield City Council is proposing to put in a new signalised pedestrian crossing on Normanton Hill at the end of the path leading to the park. The crossing will help people, especially school children, to safely cross the road.

The new crossing will mean a new road would need to be created a short distance away for vehicles to the houses and allotments. Care will be taken to minimise changes to the park and hedges and planting will be reinstated. The attached plan indicates the proposed improvements.

I would welcome your comments on the proposals by either post or email to the address below. Please ensure that your comments are submitted by **Monday 15th December 2014**.

Huw Williams
Normanton Hill Consultation
Amey Plc
Unit 2a
Antler Complex
Bruntcliffe Way
Morley
Leeds
LS27 0JG

Email: Huw.williams@amey.co.uk
Tel: 0113 281 0461

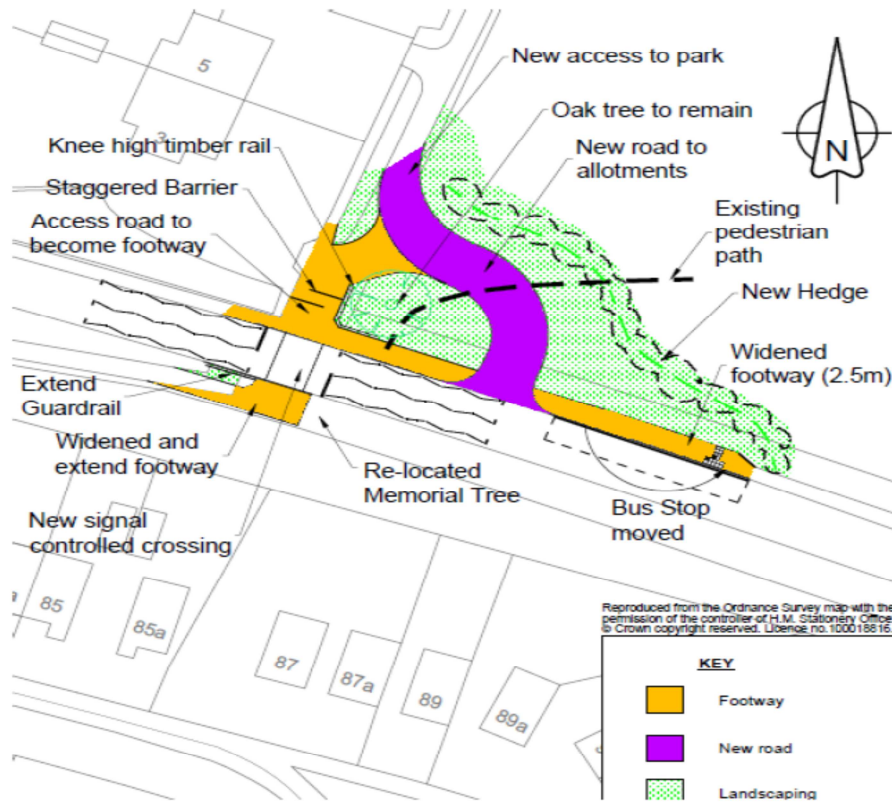
We look forward to welcoming your response

Yours Faithfully

Huw Williams

DESIGN CONSULTATION NOTICE

Proposed Signal Controlled Pedestrian Crossing on: Normanton Hill, Sheffield



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APPENDIX B - Summary of Consultation Responses

1762 Normanton Hill Signal Controlled Pedestrian Crossing

Heading	Comment	From	Officer Response
GENERAL			
1	I welcome this plan. It's a shame it wasn't done before a young girl lost her life	Local Resident	
2	We welcome the proposal for a new signalised crossing on Normanton Hill. What is in question is the need for the new road etc	Local Resident	
TRAFFIC SPEED ISSUES			
Page 19	3	We do have a number of concerns... Could you advise what measures you are intending to put in place to attempt to control speed on approach to this crossing as the SID (Speed Indication Device) appears to have been ineffective.	South Yorkshire Police
	4	Even allowing for the tragic circumstances necessitating the proposal, the entire work is way over the top. The only fault... is speeding and could be controlled by speed cameras and humps	Local Resident
			<p>Several measures continue to be put in place to encourage drivers to drive more responsibly on Normanton Hill, as follows:</p> <p>The police now undertake periodic mobile speed camera enforcement from a lay-by that has recently been built to the west of the crossing point. Speed camera signs have also been erected to tell drivers about the enforcement measure.</p> <p>To improve forward visibility for drivers of the signals at the crossing, additional high level signal heads will be introduced on totem poles on the south side of the road. This will mean that signals are 5.5 to 6 metres high giving drivers earlier warning of the crossing. Normal height signals will also be introduced.</p> <p>Speed humps can give users of all vehicles, especially buses and ambulance patients, a very uncomfortable ride especially on roads with 30mph speed limits. With the measures outlined above it is not felt necessary to introduce speed humps too.</p>

CROSSING LOCATION

5	<p>Objects to the proposals even though her son was knocked down here 22 years ago. She cannot see how they will improve road safety and feel they could make things more dangerous: "...Would (it) have been better to the sight [sic] the crossing in a different position, say further up Normanton Hill in the direction of Hollybank Road? This option was discussed during the summer."</p> <p>The resident realises this option would cost more as the council would need to purchase land from house called Somerby, to widen the footway on the north side, "...and then there would be a problem with the bus stop on the opposite side of the road." On the plus side, she says, we would not need to create a new access to the park or move the existing bus stop</p>	Local Resident	<p>The crossing will be located directly on the pedestrian desire line. Moving it to the west or east would mean introducing unsightly guardrail to stop people from crossing where they are used to crossing now. The risk is that some people will jump the guardrail.</p> <p>In addition, a crossing to the west would require major works and, as acknowledged by the resident, purchase of land from the house called Somerby. The works would include building a new retaining wall to retain the garden of Somerby and the making of a new footway on the south side of the road where none exists at the moment. As the resident also acknowledges, the westbound bus stop would also need to be relocated, probably much further west.</p>
6	<p>If the crossing was positioned to the left of the access road then there would be no need for a new access road or the creation of a new access to the park</p>	Local Resident	
7	<p>even though there is to be a pedestrian crossing, people, including school children, may well use the new access road to exit the park rather than using the existing path to the controlled crossing</p>	Local Resident	<p>This has been noted by officers although the number of pedestrians is likely to be limited in number. The design will be amended to encourage all pedestrians to stay on the path to the crossing.</p>

PEDESTRIAN CROSSING FACILITIES			
8	the downhill approach to the crossing will be masked by the bushes/trees and retaining wall on the nearside. You have not indicated where you intend to site the poles for the crossing, as there may also be an issue of available width on the top nearside of the crossing due to the existing wall as the footpath is only 1.36 metres wide	South Yorkshire Police	It is agreed that forward visibility of the primary signal on the downhill (eastbound) nearside could, over time become obscured by growing vegetation. For this and other reasons it is proposed to introduce a second primary and secondary signal heads as well as additional signal heads on totems on the south side of the road. The exact location of the eastbound nearside primary signal pole has still to be determined, however it will be beyond the narrowest part of the footway where it widens out at the entrance to the new pedestrian route.
9	Will the approach to the crossing on both sides be resurfaced with a high psv?	South Yorkshire Police	Yes. Vehicular approaches will be treated with an appropriate anti-skid (high psv) surface.
10	Put in a long overdue promised handrail on the approach path from the [Hollybank] estate? There have been more collisions during icy weather on that path than on the road	Local Resident	This request is outside the scope of this project and has been placed on the request list for road improvements
NEW ACCESS ROAD			
11	I believe [the new access road's] situation on the brow of the hill to be dangerous	Local Resident	Calculations show that visibility standards for drivers exiting the new access road will be met. 2.4 metres back from the stop line drivers will be able to see the requisite 90 metres in both directions along the main road
12	the new access road... will be difficult to negotiate for vehicles	Local Resident	Computer modelling has shown that the new access road will be suitable for large vehicles including removals wagons and 6 to 8 wheel septic tank lorries. Access by van should not be a problem.
13	Will the new access road be wide enough to accommodate the 6 to 8 wheeled lorries that need access to empty septic tanks at the two houses in the park entrance?	Local Resident	
14	Concerned about being able to access his property by his work's van	Local Resident	
15	Will the access road be lit?	Friends of Richmond Park	Street lighting on Normanton Hill is to be improved separately under the Sheffield Streets Ahead Programme. The new access road will be lit according to standards. The 'gas lamp' will be retained.

		(FORP)	
16	the 'gas lamp' at the bottom of his garden on the existing access is not shown on the plan. Will this remain?	Local Resident	
RELOCATING THE BUS STOP AND ITS LOCATION RELATIVE TO BROW OF HILL			
17	SYPTTE have major concerns with moving the bus stop even further past the park entrance as the road continues to drop and the further from the crossing the stop gets the more of a hill the passengers with shopping etc. have to walk back up	SY Passenger Transport Executive	Best practice guidance never puts a bus stop on the approach to a pedestrian crossing for safety reasons. If a bus stop is too close to a crossing there is a significant risk that drivers will overtake a stopped bus and not see a pedestrian crossing the road. That pedestrian may have crossed on the 'red man' with the thought that the bus had stopped and it was safe to cross
18	this stop has got further and further away from its original position. It now appears to be almost on the brow of the hill	Resident	
19	There are numerous elderly residents who use this particular bus stop and who would need to walk further	Local Resident	The nearest safe bus stop point would be some 50 metres west of the crossing point. This is further than the 30 metres proposed on the east side.
20	Local residents have raised concerns about moving the bus stop. It is considered that a relocation of 30 metres is too far	FORP	
21	I oppose the moving of the bus stop. This... has already been moved from its original position... and even though the proposal allows for the widening of the footpath I do not believe that the bus stop to be in a safe place... It is a common occurrence to see cars overtaking the stationary bus... and so to move the bus stop to the brow of the hill would be dangerous...		Overtaking a stationary bus is less likely at speed as the crossing will be close to a signalised pedestrian crossing. It is illegal to overtake within the zig-zag markings.
22	It now appears to be almost on the brow of the hill		
23	The lack of housing, limited lighting and the woodland behind also gets worse further from the park entrance. Adverse affect on security	SY Passenger Transport Executive	The bus stop will be moved just 15 metres. Lighting is to be upgraded under the Sheffield Streets Ahead programme. The volume of woodland and housing near the bus stop will be similar to the current location

24	While widening the footpath, could you not put in a lay-by?	Local Resident	A lay-by would require considerably more of Richmond Park land to be taken and major and costly works would be required to create a suitable foundation for buses drive over. In addition, bus drivers struggle to get a safe gap to get back into traffic and for this reason it is unlikely the bus companies and SYPTE will support the introduction of a lay-by here.
25	requests that the stop is moved to a safe location before the crossing, ie somewhere near to the opposite current inbound shelter" pointing out that buses are only every 30 minutes and as it is not a timing point, will only stop so long as is necessary.	SY Passenger Transport Executive	Best practice guidance never puts a bus stop on the approach to a pedestrian crossing for safety reasons. If a bus stop is too close to a crossing there is a significant risk that drivers will overtake a stopped bus and not see a pedestrian crossing the road. That pedestrian may have crossed on the 'red man' with the thought that the bus had stopped and it was safe to cross. The nearest safe bus stop point would be some 50 metres west of the crossing point. This is further than the 30 metres proposed on the east side.
26	Could not the stop be re-sited above the crossing?	FORP	
RICHMOND PARK ISSUES			
27	The proposal is "sited in green belt"; there is a "masterplan to improve the park" and "Sheffield Development Framework/Regeneration Services have outlined the area to be used for the new road as a local nature site containing a number of bio friendly oak trees	FORP	These issues will be consider as part of planning process, an application for which was submitted at the beginning of December.
28	The park should be securely fenced to prevent motorcyclists from getting in in order to "prevent noise, pollution and injury to people".	FORP	Agreed. The park will be fenced and a hedge will be planted and allowed to grow and mature around the fence. The only gap – located halfway along the hedge as shown in the consultation plan - will be wide enough for pedestrians only.
29	Concerned that 25 oak trees have recently been destroyed and that action was taken without consultation either with FORP or Parks and Countryside. He asks that the value of the trees destroyed is calculated and that the equivalent in mature trees is planted elsewhere in line with the masterplan. He also asks that future action is taken in consultation	FORP	FORP refer to was the subject of a survey into the value of its flora and fauna. It consists mainly of self set oak saplings, bramble and long grass. The proposals will require the area to be cleared of vegetation during the construction phase, however it is proposed to let it return to its natural state once the new access road has been built.

APPENDIX C – Comments and Officer Responses at Public Meeting

NORMANTON HILL PEDESTRIAN CROSSING

Public Meeting: 11th December at Carpenter Gardens, Community Rooms
Hollybank Road.

Time: 18.00 – 19.00

Attendance

Councillors: Jayne Dunn (Cabinet Member), Karen McGowan (Cabinet Advisor), Lynn Rooney (Ward Member) and Paul Wood (Ward Member)

Officers: Simon Botterill (Team Manager Scheme Design) Matthew Rush (Locality Officer)

Public: Eight

Notes of Key Issues Raised

1	Comment	The meeting was poorly advertised.
	<i>Response</i>	<i>The meeting was on the Ward blog and posters placed in a number of public buildings around the area.</i>
2	Comment	There was no communication to the allotment holders.
	<i>Response</i>	<i>An email about the scheme was sent to the allotment office and a notice was placed on the gate.</i>
3	Comment	There has been no consultation with the Friends of Richmond Park.
	<i>Response</i>	<i>An email was sent to the chair of the Friends. Apologies if the address provided to us was wrong.</i>
4	Comment	Something needs to be done to stop the kids using the new access road and running out onto the main road.
	<i>Response</i>	<i>The design needs to be developed to make it natural for everyone to continue on the park entrance rather than use the new access road.</i>
5	Comment	The bus stop is being moved to the brow of the hill. It will be dangerous to overtake.
	<i>Response</i>	<i>The visibility will need to be checked but there is less likely to be overtaking close to the crossing.</i>
6	Comment	The bus stop is moving away and it will be further for people to walk.
	<i>Response</i>	<i>The expected movement is small (15m) but we will look to minimise it in the design. It can't be moved above the crossing as it would block visibility of the crossing and signals.</i>
7	Comment	Can there be a shelter at the stop. There are a lot of elderly people use the stop.
	<i>Response</i>	<i>It is the Passenger Transport Executive that decide whether to provide shelters. Officers will ask them to</i>

		<i>consider this request.</i>
8	Comment	Will the new access road be street lighted.
	<i>Response</i>	<i>It is expected that lighting will be provided.</i>
9	Comment	Will the step access to the dog park be re-provided
	<i>Response</i>	<i>A new way into the park will be provided, but it won't be where it is now. It is likely to be further up the Park Entrance.</i>
10	Comment	Will there be fencing to stop motorcycles from using the park.
	<i>Response</i>	<i>A hedge will be replanted to match what is there and a fence will be put in too.</i>
11	Comment	People already try to take their cars up Park Entrance when there is an event on can there be a barrier provided to prevent this.
	<i>Response</i>	<i>This will be investigated. It is not unusual for allotments to have a gate with a key. It will require the residents of Nos. 3 and 5 to agree to this proposal.</i>
12	Comment	Can we have a barrier on the ramp up from Hollybank Drive
	<i>Response</i>	<i>(Not answered at the meeting) This request will be added to the request list. It cannot be considered as part of the scheme.</i>

Simon Botterill

19 Dec 2014

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 9 April 2015

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

Author of Report: Chris Galloway, 2736208

Summary:

A scheme for the introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue was reported to the Highway Cabinet Member Decision Session on 20th March 2014. Objections were received during consultation and focused largely on the proposed banned left turn from Greenhill Main Road into Greenhill Avenue. The Cabinet Member deferred a decision pending further consideration of the proposed scheme.

This report describes the further work carried out and seeks approval for the revised scheme which retains the left turn from Greenhill Main Road into Greenhill Avenue and for which no new objections have been received when the original objectors were notified of the alternative scheme.

Reasons for Recommendations:

The alternative scheme described in this report will still contribute to improving journey times, reducing congestion and improving road safety, particularly for pedestrians and cyclists. At the same time it addresses the concerns of objectors to the original proposal.

The scheme has been fully designed and funding is available in 2015/16 to allow the scheme to be built.

Recommendations:

Approve and implement the re-designed 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-LT-C shown in Appendix C.

Make the Traffic Regulation Order relating to the proposed waiting restrictions only in accordance with the Road Traffic Regulation Act 1984.

Inform the original objectors accordingly.

Background Papers:

Appendix A – drawing no. 1513BB2-SD-LT107-TRO-B, original proposal

Appendix B – consultation letter on revised proposal including a left turn

Appendix C – drawing no 1513BB2-SD-LT107-TRO-C, alternative proposal

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Gaynor Saxton
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
Cleared by: Anne Marie Johnston
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
Culture, Economy and Sustainability
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 A scheme for the introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue was reported to the Highway Cabinet Member Decision Session on 20th March 2014. Objections were received during consultation and focused largely on the proposed from Greenhill Main Road into Greenhill Avenue. The Cabinet Member deferred a decision pending further consideration of the proposed scheme.
- 1.2 This report describes the further work carried out and seeks approval for the revised scheme which retains the left turn from Greenhill Main Road into Greenhill Avenue and for which no new objections have been received when the original objectors were notified of the alternative scheme.

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, improving road safety particularly for pedestrians and cyclists and contributing 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 At its meeting of 14th January 2010, Cabinet Highways Committee approved the Meadowhead Roundabout improvement and also approved an outline design for phase 2 which included the introduction of signal control at the Greenhill Main Road/Greenhill Avenue junction. Due to various funding issues, progression of phase 2 was delayed.
- 4.2 Consultation took place in September 2013 on a proposed scheme, as shown on drawing no. 1513BB2-SD-LT107-TRO-B, see Appendix A and representations were received (including a 292 signature petition) expressing severe concerns about the scheme, largely because of the proposed banned left turn into Greenhill Avenue.

4.3 As a consequence of these concerns, the decision made was to defer the implementation of the scheme pending the outcome of further surveys and assessment of alternative works. Once complete, further consultation would be undertaken with local residents.

4.4 The objectors were notified of the alternative scheme, see Appendix B, which retains the left turn, on 3rd April 2014 and no new objections were received.

4.3 This report seeks authority to implement the alternative scheme.

Surveys and assessment of alternative works

4.4 No further surveys were undertaken as it was felt that an alternative scheme could be developed which would retain the left turn.

Alternative Scheme

A scheme that keeps the left turn from Greenhill Main Road into Greenhill Avenue was drawn up, see drawing no 1513BB2-SD-LT107-TRO-C in Appendix C. This was tested using traffic signal modelling software. The results showed that the benefits from signalling the junction under the previous arrangement could still be achieved.

4.6 The scheme also included two new bus stops on Greenhill Main Road at the request of the Client, South Yorkshire Passenger Transport Executive.

Further Consultation

4.7 All individuals and groups who had submitted objections to the TRO in respect of the banned turn have been informed of the alternative Scheme and no further representations have been received.

Other Consultees

4.8 Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were consulted about the alternative Scheme and no objections have been received.

Relevant Implications

4.9 The cost of the alternative proposal is estimated to be around £350,000 and is proposed to be funded from the Chesterfield Road Key Bus Route. An allocation in 2015/16 has been agreed with SYPTE colleagues and formal approval will be sought in due course via a Capital Approval Form.

4.10 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.

4.11 The Council, as the Highway Authority for Sheffield, has powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984 to implement the improvements requested in this report.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The alternative options were described in the March 2014 and this is the actual alternative option.

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 This alternative scheme fully addresses the objections received to the proposed scheme considered by the Cabinet Member in March 2014 whilst still achieving the benefits of the original scheme.

6.3 Funding is in place for 2015/16 to build the alternative scheme.

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-C subject to the following conditions being met:

a) Confirmation of accurate costs (including any commuted sums)

b) Confirmation of sufficient funding for the project

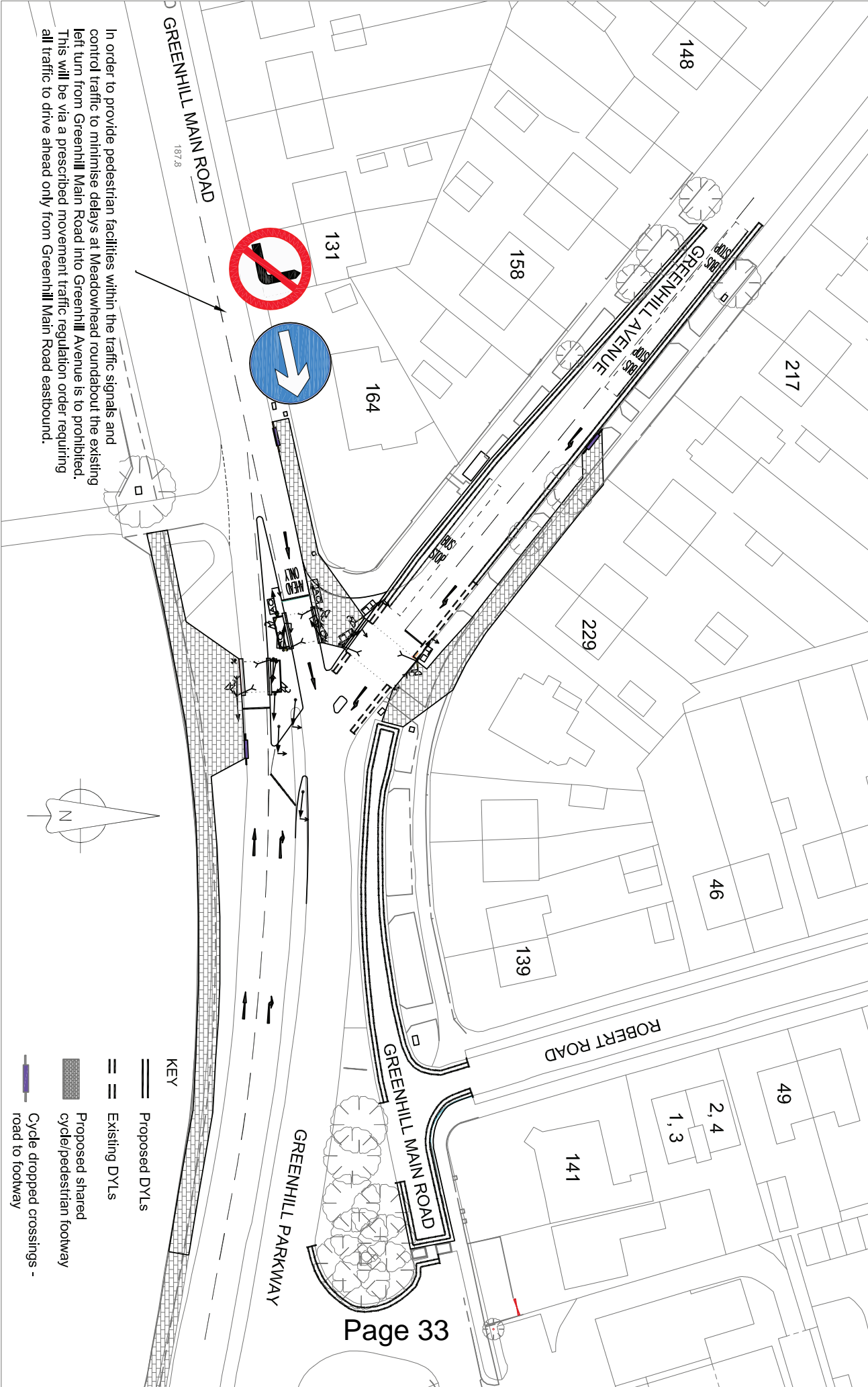
c) Approval of the scheme through the Capital Approval Process

7.2 Make the Traffic Regulation Order in respect of the proposed waiting restrictions only, in accordance with the Road Traffic Regulation Act 1984.

7.3 Inform the objectors accordingly.

Simon Green
Executive Director, Place

20 March 2014



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



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Dear Sir/Madam,

3rd April 2014

Greenhill Main Road/Greenhill Avenue

Proposed introduction of Traffic Signals

You may be aware that all objections and representations received in response to the public consultations relating to the above proposals were reported to a meeting held on 20th March, chaired by Councillor Leigh Bramall, the Cabinet Member responsible for Business Skills and Development.

A number of residents attended the meeting and outlined the level of local concern, stemming from the proposal to ban the left turn into Greenhill Avenue and the resulting potential transfer of traffic to routes through Greenhill Village. Indications are that apart from the proposed banned left turn, other elements of the scheme are generally supported (especially provision of the pedestrian/cyclist crossings) but that the benefits are outweighed by the potential effect of the banned turn. Consequently, Councillor Bramall deferred a decision to approve the scheme, pending the outcome of further investigation to assess the need for any mitigating measures in Greenhill Village to offset the potential effect of the banned turn.

A review of the scheme layout at the junction has been undertaken which has identified that certain alterations to the design would enable the introduction of signals with controlled pedestrian/cyclist facilities, whilst retaining the left-turn into Greenhill Avenue. A re-design of the works will therefore now be undertaken on that basis. Councillor Bramall has agreed that undertaking the planned surveys and assessment is now unnecessary, as keeping the left turn removes the need for drivers to transfer to other routes through Greenhill village.

Councillor Bramall has requested that all individuals and groups responding to the consultations be thanked for their input and interest in this matter.

Regards,

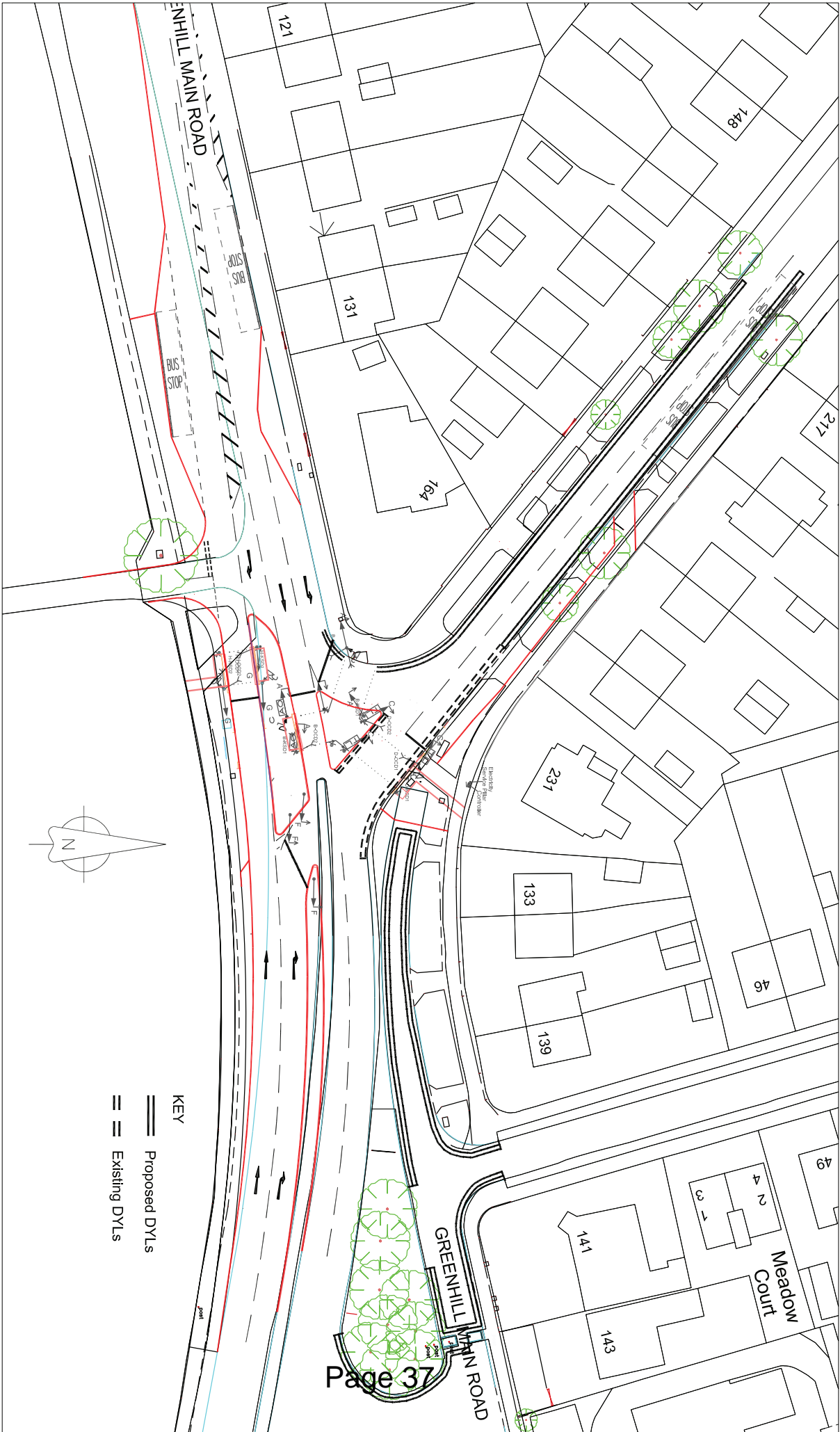
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Greenhill Parkway/Greenhill Avenue
Traffic Signals Scheme
Proposed Traffic Regulation Orders

KEY
 Proposed DYLs
 Existing DYLs

Scheme Design - Nov 2013
 Drawing No: 1513BB2-SD-LT107-TR0-C
 Scale NTS



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