



## SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

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**Report of:** Executive Director, Place

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**Date:** 9 April 2015

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

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**Author of Report:** Chris Galloway, 2736208

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### **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.

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### **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

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**Category of Report:**      OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Gaynor Saxton
<b>Legal Implications</b>
Cleared by: Nadine Wynter
<b>Equality of Opportunity Implications</b>
Cleared by: Anne Marie Johnston
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Greenhill
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
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 3<sup>rd</sup> 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**