

CONSULTATION ISSUES LOG

This log presents a summary of design issues highlighted during the public consultation (held in winter 2008) and how these issues are being resolved in the ongoing development of the scheme. This is a work in progress.

Issue no.	Issue	Response	Owner
	DESIGN ISSUES		
1	Issue raised about accessing the Fitness First car park (Penistone Road North). Will Bus lanes impede access?	Detailed modelling showed that the bus lane did not produce significant benefit. It has been deleted from the emerging scheme.	SB
2	35 Penistone Road North - Disabled parking bay on road	There is no bus lane in the emerging scheme	SB
3	49 Penistone Road North - reduction of paved area would make it no longer possible for car to be parked on the frontage. Also bring the road (& football supporters on match days) closer to the house.	There is no bus lane in the emerging scheme	SB
4	Beeley Wood Rd design: impact of new RT & new pedestrian crossing on privacy & on street parking; Particular impact on no.1 as drive opens onto Penistone Road North	Detailed modelling suggested the need for a longer right turn lane into Leppings Lane. The right turn and pedestrian crossing have been deleted from the emerging scheme. Improved pedestrian facilities have been incorporated at Claywheels	CJ/SB
5	Beeley Wood Rd: impact of additional junction on traffic flow - e.g. length of 2 RT lanes;	There is no additional junction in the emerging scheme	SB
6	Possible alternative use of Claywheels Lane junction; (could it be used as the main access. Beeley Wood Road access closed from Penistone Road)	It proved impossible to provide a junction with suitable capacity at Claywheels Lane, within the scope of the Smart Route. This is being investigated separately	SB

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		as part of feasibility work on the Claywheels Lane area	
7	Existing Claywheels Lane junction – there seem to be red lights for A61 traffic when nothing turning out?	This is undoubtedly a maintenance problem and has been reported	SB
8	Access from Penistone Road North into Hillfoot Steels car park	For design/discussion as part of the later detailed design stage	SB
9	Will signalling Leppings Ln/Herries Rd junction reduce journey times?	The project will not proceed if it does not do this	SB
10	Leppings Lane filling station issues – impact on underground pipes – recently installed & very expensive to move; getting from forecourt into RT lane at junction; narrowing of forecourt exit – impact on HGV access/egress.	Plan have been revised so that the forecourt is unaffected and HGV manoeuvres are provided, at the expense of some ability to queue at the signals.	SB
11	Hillfoot Steels – banned turns between Penistone Rd & Herries Rd will lead to more use of Herries Rd/Herries Rd S & Herries Rd S/Pen Rd – especial issue for HGVs.	There is no banned left-turn from Herries Rd in the emerging scheme, but it still proposes to ban the right-turn in. This will be discussed further with Hillfoot Steels as part of the detailed design stage	SB
12	Leppings Lane: is it possible to have 3 lanes between Herries Rd & Leppings Ln?	The modelling indicates that 3 lanes are not needed once the Leppings Lane junction has been altered.	SB
13	Bickerton, Fielding & Vere Rds – don't want to lose RT from Penistone Rd into Herries Road as can't turn on these roads; has any consideration been given to making them one-way alternately? Also concern about these roads being used to avoid the Leppings Ln signals.	The impact on these roads will be discussed with residents	SB

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13	SWFC Gate 18 emergency access/egress – route from ground to NGH; Consider dropped curb so vehicles can cross Penistone Road. Also, emergency gate on junction with Herries Road South.	Design of this is now being considered in development of scheme. Detailed discussion will take place at a later date.	SB
14	Traffic management on match-days – considerations include route for coaches to Claywheels Lane.	This is subject to continuing discussions with SY Police, SWFC, etc	BC/SB
15	SWFC asked whether there were to be any additional parking restrictions on Penistone Rd?	There are none proposed in the emerging scheme	CJ/SB
16	SWFC could be Olympic Games training site 2012 – this could have implications for the construction period;	This will be taken into account	CJ
17	Herries Rd South/ Penistone Road – currently a congested junction and no proposal to address this. Removing the LT out of (and RT into) Herries Road would send more traffic this way.	There will be a small amount of additional traffic – the impact of this is included in the scheme investigations and appraisal	SB
18	Parkside Rd: any scope for widening at the A61 junction; or extending the 2-lane section; or a yellow box?	Minor measures to improve the operation of this junction especially on Parkside Road will be considered outside this project.	SB
19	Beulah Rd – mainly managing traffic trying to access or leave the Hillsborough Leisure Centre	The operation of this junction can be reviewed outside this project	SB/BC
20	Owlerton Gn/Bradfield Rd: current RT lane causes problems for A61; Concern that outbound bus lane up to Bradfield Rd would make turn difficult for left turning traffic. Current RT lane out of Bradfield	Extending the RT lane as included in the emerging scheme will make a big difference. Other issues would be investigated as part of the detailed design	SB

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	Rd is a problem; yellow boxes needed at Bradfield Rd & Owlerton Gn junctions;	process.	
	BARRACKS JUNCTION		
21	RT into Barracks current problem for A61 traffic;	This is addressed by the emerging scheme, with an extended right turn	CJ
22	RT ban – impact on Bradfield Rd/Owlerton Gn/Livesey St; more time is needed for Livesey St anyway; impact on journey times for RT-ers?	Journey times for right turning traffic are being investigated, as are improvements to this junction, and alternatives.	SB
23	Congestion within the site – e.g. at McDonalds/B&Q junction;	The emerging scheme would ease this.	SB
24	Signing issues if these changes are made around the Barracks;	These will be addressed if the scheme progresses to implementation.	CJ
25	Need for additional access for Morrisons;	Discussions about all the issues in the area are being held with Morrisons	CJ/SB
	LIVESEY STREET		
26	Livesey St – re-open closed road to relieve Livesey St congestion at peak times;	It is not possible to add another junction in this area. However, the emerging scheme does include some measures to ease congestion here.	CJ/SB
27	Owlerton stadium egress after events – traffic plans needed;	UTC timings updated to cater for late peaks.	SB/BC
28	Signing for Cadbury Trebor Bassett	Discussions are being held with CTB.	CJ
29	Concern about how the changes might impact back onto Catch Bar Lane, Holme Lane etc; These areas already heavily congested.	Agreed. This will be included in the scheme investigations and appraisal.	CJ
30	Swann Morton/Jewel Blade – existing issues with cycle path	Referred to Streetforce for early action.	CJ

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	across access causing a hazard + bollard restricting another access;		
31	Bamforth St – the LT out would benefit from an extra lane more than the RT out (most traffic turns left); hard to see traffic coming from the right;	The junction will become fully signal controlled and the improvements at the Barracks junction will mean a second left turn lane is not needed.	CJ
32	Neepsend Rd/Hillfoot Bridge onto Penistone Road - congested junction	Work undertaken by SCC to improve this junction in early 2009/10.	CJ/SB
33	Gilpin St - needs extra space	This road is not affected by the Smart Route and needs to be addressed separately.	SB
34	Rutland Rd – what will happen to the LT into Rutland Rd if there is an inbound bus lane? The junction needs better ped & cycle facilities; Improve RT into Rutland Road; Existing issues – traffic blocks lanes to get to desired route; lack of monitoring? Rutland Rd traffic continues to turn out after lights have changed;	The emerging scheme does not include an inbound bus lane. It does include a controlled pedestrian and cycle crossing (part of the Upper Don Valley cycle route). Additional monitoring equipment is being installed.	SB/CJ
35	St Phillip's Rd - allowing traffic from Kelham Island/Globe Works area to have a more direct route to St Phillips Rd.		CJ
36	Shalesmoor - the RT lane into St Phillips Road (often congested).	The signal timings here are governed by the Shalesmoor junction timings which needs to promote traffic on Penistone Road. To be reviewed separately	SB
37	Osborne Clark site. How will new bus lanes impact access to the site?	The emerging scheme does not include an inbound bus lane in this location.	SB/CJ
38	Kilner Way junction with PRN	The Kilner Way junction	

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	causes congestion	is subject to separate improvements associated with adjacent development.	
	GENERAL DESIGN ISSUES		
39	Bus lanes & cyclists – how will bus signals work for cyclists?	Cyclists are able to pass through bus signals.	CJ
40	Bus lanes & general traffic – clarifying ends of bus lanes & bus signals.	Bus lanes will stop short of junctions to allow left turning traffic to merge	CJ
41	Generally improve public transport facilities.	The scheme will include improvements to bus stops along the route and will enable improvements to bus services by improving journey times and their reliability.	CJ
42	Ensure the landscaped areas are maintained and possibly enhanced.	There is a separate project (the Gateway Action Plan) to improve the appearance of landscaping and public realm along Penistone Road. However, the two projects share these aims and are working together to help achieve this.	CJ
43	Disruption during construction, including to accesses; danger of rubble being used as missiles.	Measures will be taken to ensure disruption is kept to a minimum and work areas are secured when no one is on site.	CJ

	GENERAL ISSUES		
44	Why bus lanes, given the number of buses/routes.	The bus lanes are to provide future bus services with a quick journey into the city and to encourage their provision.	CJ

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45	Improve signalisation to improve flow of traffic	This is part of the emerging scheme.	SB/BC
46	Reduce number of signals.	Signalled junctions allow for better provision of pedestrian facilities and allow side roads to emerge safely.	SB
47	Reduce number of junctions.	Reducing junction seriously affects local accessibility. Most access cannot be provided by another means.	SB/CJ
48	Why not use additional space for all vehicles?	There is insufficient space to provide a continuous additional lane.	CJ
49	What about additional space for HOV lanes?	As above.	CJ
50	Improve the route for cyclists.	There are some improvements for cyclists.	CJ
51	Improve the pavements for pedestrians.	There are some improvements for pedestrians.	CJ
52	Improve surfacing, drains, etc.	This will be considered within the detailed design process.	CJ
53	Better signage.	This will be part of the detailed design stage.	CJ
54	Increase speed limit to 40 mph as mainly dual c/way.	This is being investigated as part of a review of speed limits across the city.	CJ
55	General highway enforcements	Any measures that are implemented will be enforced.	CJ
56	Parking issues along the route such as parking on the dual carriageway need to be resolved.	Enforcement of restrictions will be complementary to the proposals	CJ
57	Tram Gate forces traffic onto Penistone Road, causing congestion.	The tram/bus gate works very well at peak times.	CJ

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	OTHER ALTERNATIVES		
58	Rail alternative instead – eg Don Valley rail project.	The A61 links to a different hinterland to the Don Valley rail corridor.	CJ
59	Tram alternative – get more people onto the Langsett Road corridor;	The tram is very successful along the Langsett Road corridor, but the A61 links to a different hinterland in north Sheffield and beyond.	CJ
60	Tram on A61;	Tram extensions in Sheffield have been rejected for funding, with the Department for Transport stating that cheaper options should be explored.	CJ
61	Overpass/underpass is required for A61/Leppings Ln junction.	This would be much more expensive in terms of funding, land, etc.	SB/CJ
62	Improved traffic control is all that's required.	This is not the case, taking into account traffic growth and future development	SB/BC
63	Park & Ride on A61.	This route is a target for the provision of Park and Ride. Reducing congestion and improving journey-times will help to enable this.	CJ
64	P&R with trains & trams instead.		CJ
65	Claywheels Lane/ Middlewood Road bridge?	This is being investigated separately as part of feasibility work on the Claywheels Lane area	CJ
66	Possible one-way round A61, Herries Rd & Herries Rd South.	This is not necessary. It would be much more expensive – e.g.	CJ/SB

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		requiring a lot of third-party land.	
67	Improve traffic flow through Hillsborough Corner.	This is a separate issue. Appraisal of the emerging scheme will include ensuring that there is no negative impact on Hillsborough Corner.	CJ
68	Could Club Mill Rd be developed as an alternative access route to the College/Stadium area with more parking?	Club Mill Rd is difficult to develop, not least because of floodplain issues.	CJ/SB
69	Could Club Mill Rd be made to link Neepsend Lane to Herries Road.	As above.	CJ/SB
70	How is the scheme different from Meadowhead?	There are different priorities: that scheme aimed to improve an important shopping centre as well as public transport journeys. This scheme aims to tackle congestion for all traffic.	CJ/SB
71	Need to incentivise people out of their cars.	The scheme will be developed alongside an ongoing marketing and communications programme in keeping with the council's aim to incentivise modal shift	CJ
72	Will anything be done to improve traffic at the Malin Bridge/Holme Lane gyratory?	This is not part of this scheme, but is under review to see whether there are any improvements that can be made.	CJ/SB