

Appendix B - Scheme proposals, per road

B6106 Dunford Road North of Hade Edge

- 40mph speed limit north of the Boshaw Trout junction, 'Dragons Teeth' gateway markings and "40" painted roundel, "Hade Edge" 40mph Village gateway signs
- Crossroads warning signs with distance plates
- Large map-type Advanced Direction Sign ['ADS']

B6106 Penistone Road South of Hade Edge

- 50mph speed limit 'buffer zone' through Strines Moor Road / Daisy Lee Lane crossroads, with "50" painted roundel
- Crossroads / bend warning signs with "REDUCE SPEED NOW"
- Double white lines with central hatched ladder markings along each junction approach reducing running lane widths to 2.8m
- 40mph speed limit from south of Greave Road / Scholes Moor Road junction, 'Dragons Teeth' gateway markings and "40" painted roundel, "Hade Edge" 40mph Village gateway signs
- Large map-type ADSs located in advance of junction on both B6106 approaches, and Scholes Moor Road

B6106 'Boshaw Trout' Junction

- Southbound LED Matrix sign to automatically display "SLOW, VEHICLES TURNING" message with flashing amber lights, when vehicles are detected travelling in excess of 40mph
- Junction realignment with new splitter-island and kerblines, to restrict the speeds of turning vehicles, and to improve visibility (including to the right for drivers emerging from Longley Edge Road)
- New uncontrolled crossings of U/C Dunford Road junction mouth along western footway of B6106, through the new splitter-island
- Existing 30mph speed limit extended northwards along U/C Dunford Road up to its junction with B6106 Dunford Road / Penistone Road

U/C Dunford Road

- Bus friendly flat-top road humps, 75mm high with 1.5m ramps and 6m long plateau, spacings varying between 55m and 85m, with uncontrolled pedestrian crossing points incorporated, where appropriate
- A full junction plateau at the Dunford Road / Greave Road crossroads, with uncontrolled pedestrian crossings through each of the four junction arms, protected by prohibition of waiting restrictions
- The northern-most and southern-most humps would be located within 4m wide priority-controlled pinch points formed by kerbed buildouts, where traffic heading into the Village would be forced to give-way to traffic leaving
- Advanced Give-way signs prior to the pinch points, in addition to the standard "Give way to oncoming vehicles" signs at them, larger and additional warning

signs (“Oncoming vehicles in middle of road”) for southern pinch point, reflecting higher speeds along this approach

- Prohibition of waiting around the pinch points and nearby junctions, to ensure that paths through the narrowed sections are not blocked by parked vehicles
- Prohibition of waiting restrictions around the Bayfield Close junction radii to protect visibility (requested by residents during consultation)
- South of the Village, existing “Hade Edge” / 30mph Village gateway signs renewed and made larger, gateway and SLOW markings refreshed

Greave Road

- New 30mph speed including “Hade Edge” / 30mph Village gateway signs west of School/bend, and 30mph signs at B6106 junction
- Greave Road East – Series of three sets of two speed cushions, 1.6m wide, 3.5m long, 75mm high, spaced at 60m to 65m
- Greave Road West – One 75mm high tapered road hump (2.5m long plateau with 1.125m ramps) west of school pedestrian entrance. Additional set of two speed cushions adjacent to Bandroom/Playground
- Resurfacing of existing northern footway from School pedestrian entrance up to Dunford Road, repair/resurfacing of failed carriageway outside school
- Prohibition of waiting restrictions along southern side to replace existing keep clear markings across driveways
- Narrowing of Greave Road to 5.5m near Dunford Road junction, providing improved visibility for south to north pedestrian crossing movements