

## SHEFFIELD CITY COUNCIL

### INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 14 February 2018 by the Cabinet Member for Transport and Sustainability.

Date notified to all members: Thursday 15 February 2018

The end of the call-in period is 4:00 pm on Wednesday 21 February 2018

Unless called-in, the decision can be implemented from Thursday 22 February 2018

#### 1. **TITLE**

Darnall Cycle Route Parkway Markets Phase 1

#### 2. **DECISION TAKEN**

(i) The scheme is approved and constructed, subject to the dedication of a section of housing land as public highway (as indicated within the plan attached as Appendix C) and the implementation of the necessary Traffic Regulation Order; and

(ii) after considering the objections, the Traffic Regulation Order is made taking into account the mitigation proposed.

#### 3. **Reasons For Decision**

The preferred option allows the Council to develop and learn about new standards with minimal impact on the highway and public transport

Once built the Council will be able to direct planners and designers to a living example of how we want to develop elements of the cycle infrastructure for the city.

Provides a useful link between significant residential area of Manor and further afield via the NCN and key destinations – retail, educational and leisure – OLP, Attercliffe and Darnall centres

Will ultimately form part of the strategic cycle network for the city.

#### 4. **Alternatives Considered And Rejected**

At request of the Thriving Neighbourhoods and Communities board, officers (transport planning, highway design and Amey) were asked to investigate a route along Cricket Inn Road and Woodburn Road. To connect NCN 627 at Parkhill across to Attercliffe.

After a thorough investigation via a walk through it was felt there would be value in building a scheme. However the complication of the junctions and the close proximity of the tram network meant we would not have sufficient time to design and build, and get the relevant permissions within the time frame. It was also felt

that this would not be a simple introduction to the new design standards.

Do nothing – this provided an opportune moment to develop knowledge around implementing improved design standards in an area that has no public transport, and is not part of the key road network (but could play a part in the strategic cycle network). So if we had not applied this here we would have spent time investigating other locations with a similar transport infrastructure, potentially this may have implications for the existing network.

5. **Any Interest Declared or Dispensation Granted**

None

6. **Respective Director Responsible for Implementation**

Executive Director, Place

7. **Relevant Scrutiny Committee If Decision Called In**

Economic and Environmental Wellbeing Scrutiny Committee