

SHEFFIELD CITY COUNCIL

INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 16 April 2019 by the Cabinet Member for Environment and Transport.

Date notified to all members: Wednesday 17 April 2019

The end of the call-in period is 4:00 pm on Tuesday 23 April 2019

Unless called-in, the decision can be implemented from Wednesday 24 April 2019

1. TITLE

Woodhead Rd/Bramhall Lane Collision Reduction Scheme - Report on Consultation/Objections

2. DECISION TAKEN

(i) That the scheme be implemented subject to further approval via the Council's formal Capital Approval processes for the additional funds allocated from the LTP in 2019/20 necessary to cover the costs of construction;

(ii) that a yellow box junction marking be included in the design on Bramall Lane to facilitate access and egress from Harwood St along with temporary signing to re-route traffic displaced by the closure of Hill Street at Bramall Lane;

(iii) that the Traffic Regulation Orders be made and implemented in full as advertised; and

(iv) that those who have objected to the scheme be informed of the decision.

3. Reasons For Decision

The preferred option which has been the subject of consultation will deliver the collision savings required at an acceptable cost. Whilst there are potential impacts on business, these are considered to be low and should decrease further overtime.

4. Alternatives Considered And Rejected

Introducing traffic signals incorporating an all-round pedestrian stage was considered but the increased delay for traffic on Bramall Lane would make the management of the road traffic problematic in the area. It did not reduce any manoeuvres and had a low benefit to cost ratio.

Closing the end of Hill St, realigning Woodhead Rd to join Bramall Lane directly and making Cherry St one-way in an easterly direction between Bramall Lane and the entrance to the Cherry St car park. Whilst it reduced the number of manoeuvres within the junction and provided some benefit to pedestrian movement on the

eastern footway of Bramall Lane, overall it would not have reduced collisions as much as the preferred option.

A do nothing option was not considered to be acceptable in view of the collision record.

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