

## SHEFFIELD CITY COUNCIL

### INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 5<sup>th</sup> July 2019 by the Cabinet Member for Transport and Development.

Date notified to all members: 9<sup>th</sup> July 2019.

The end of the call-in period is 4:00 pm on 15<sup>th</sup> July 2019.

Unless called-in, the decision can be implemented from 16<sup>th</sup> July 2019.

#### 1. **TITLE**

Broomhall Road / Broomhall Street: Outcome of Consultation on the Experimental Traffic Regulation Order and Scheme Update.

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

1. Make the Experimental Traffic Regulation Order permanent and retain the overall scheme which was introduced in April 2018 in accordance with the Road Traffic Regulation Act 1984.
2. Make the changes to the one-way section as outlined in 'Appendix G' of the report.
3. Continue to monitor the overall scheme following the changes recommended above.
4. Inform all those who commented on the TRO of the decision.

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

1. The Council has a corporate objective to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion.
2. Broomhall has been identified and prioritised as part of the area of greatest opportunity to increase cycling trips into the City Centre to supporting development of the City. This also aligns with the objectives in the Transport Strategy. The area was identified using the DFT Cycling Propensity Tool.
3. Officers have identified that there is a potential to convert 12% of City Centre car commuter trips, within 1.5 miles of the Ring Road, to either cycling or walking. This would be predominantly from the west and south-west residential areas.
4. The scheme provides connectivity between SHU Collegiate Campus and the City Centre.
5. The permanent making of the one-way order together with the amendments

at Victoria Road as detailed in 'Appendix 'F' of the report will reduce the volume of traffic through a predominately residential area and improve the environment to encourage walking and cycling.

6. This is the first scheme of a much wider ambition for cycling.

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

1. Remove the one-way but retain the other changes implemented for the cycle street.

##### Advantages

- Address the 26 objections received, many of which perceive the experimental layout to be dangerous.
- Wouldn't require too many changes to the layout.
- Would remove the additional traffic from Victoria Road.

##### Disadvantages

- Would increase volumes of traffic on the 'cycle street' layout and push it above the recommended levels outlined in the Dutch 'CROW' guidance potentially resulting in claw back of funding by the Sheffield City Region.
- Would re-distribute traffic back to the previous identified 'rat run'.
- Not to be supported by the road safety audit team.
- Would not be supported by Cycle Sheffield.
- Reduces the Council's ability to promote cycling as an alternative commuting option in this highly populated residential sector of the city.

2. Full Closure of Broomhall Road at the Nursery side of Broomhall Street or at another suitable junction to stop traffic in both directions cutting through the area.

##### Advantages

- Would significantly reduce traffic volumes on all routes through Broomhall, removing through traffic completely.
- Would further improve opportunities to promote walking and cycling on all routes.

##### Disadvantages

- Would reduce access to everyone particularly from the North of Broomhall.
- May push traffic onto other streets such as Broomgrove Road.

3. Remove the One-way section and remove the cycle street alterations.

Advantages

- Following the monitoring there doesn't seem to be any advantages to this approach.

Disadvantages

- Cost of the alterations (possibly in the region of 150k).
- Would potentially go against the parking strategy for the City.
- Would return the issues of give and take on narrow sections and deter the growth of cycle trips.
- Would go against the objectives stated in the endorsed transport strategy.
- Would potentially result in claw back on funding by the Sheffield City Region.

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