

Agenda Item 4



Author of Report: Simon Nelson

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Report of: Executive Director, Place
Report to: Cabinet Member for Infrastructure and Transport
Date of Decision: 8 December 2016
Subject: Proposed changes to Skelton Lane, Woodhouse

Is this a Key Decision? If Yes, reason Key Decision: Yes No

- Expenditure and/or savings over £500,000

- Affects 2 or more Wards

Cabinet Member Portfolio: Infrastructure and Transport

Scrutiny and Policy Economic and Environmental Wellbeing
Development Committee:

Has an Equality Impact Assessment (EIA) been undertaken? Yes No

If YES, what EIA reference number has it been given? 1095

Does the report contain confidential or exempt information? Yes No

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:

*“The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended).”*

Purpose of Report:

To report the receipt of an objection and present the Council's response.

Recommendations:

- 7.1 Make a one-way Traffic Regulation Order (except for cyclists) in accordance with the Road Traffic Regulation Act 1984 on Skelton Lane, Woodhouse from Skelton Grove towards Tannery Street.
- 7.2 Make the 'no waiting at any time' Traffic Regulation Order shown on the drawing contained at Appendix A of this report in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objector accordingly.
- 7.3 Introduce the proposed scheme in accordance with the Capital Gateway Process subject to sufficient funding being available.

Background Papers: N/A

Lead Officer to complete:-

1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson
		Legal: Richard Cannon
		Equalities: Annmarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	EMT member who approved submission:	Simon Green
3	Cabinet Member consulted:	Councillor Mazher Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: Tom Finnegan-Smith	Job Title: Head of Strategic Transport and Infrastructure
	Date: 10 November 2016	

1. PROPOSAL

- 1.2 It is proposed to make Skelton Lane one-way (except for cyclists) from its junction with Skelton Grove towards its junction with Tannery Street (see Appendix A). The footway would be built out at the Tannery Street end of the one-way section to create an improved pedestrian crossing place and two on-street parking bays. Parking would be prohibited at the junctions with Tannery Street and Skelton Grove and at pedestrian crossing places. The purpose of this proposal is to address the concerns raised by ward councillors and the former South East Community Assembly about congestion in general and delays to buses in particular whilst making it easier and safer for pedestrians to cross Skelton Lane.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 If approved, the proposals recommended in this report would address some of the issues and priorities of ward councillors and local people, in keeping with the '*an in-touch organisation*' value of the 2015-2018 Corporate Plan.
- 2.2 By helping to make the roads and pavements safer for pedestrians and vehicle drivers the works would contribute to the creation of '*safe and secure communities*' and '*thriving neighbourhoods and communities*'.

3. BACKGROUND

- 3.1 The former South East Community Assembly received complaints that cars parked on Skelton Lane sometimes prevent drivers from passing each other, causing congestion and delays to buses (buses operate in one direction, clockwise, from Spa Lane into Skelton Lane). Many residents and visitors to Skelton Lane, Woodhouse have no alternative but to park on the road due to a lack of off-street parking. Traffic generated by the Woodhouse Health Centre exacerbates this congestion.
- 3.2 In January 2014 officers consulted local residents and other interested parties on a proposal to make Skelton one-way from Skelton Grove to Tannery Street. This consultation included the formal advertising of the intention to make a one-way Traffic Regulation Order and associated parking restrictions.
- 3.3 In association with these changes to the highway it was the Council's intention to submit a planning application for the construction of a small public car park on land next to the Woodhouse Health Centre to help address the lack of off-street parking in the area.
- 3.4 Funding constraints caused the scheme to be shelved before the responses to the consultation could be reported to the Cabinet Member and before the planning permission could be submitted.
- 3.5 A budget estimate for the cost of the scheme has been requested and it is considered likely that sufficient Local Transport Plan funding can be

identified to implement the highway elements of the scheme this financial year. There is unlikely to be sufficient funding available to construct the proposed car park in the foreseeable future and so this element of the scheme will not be progressed.

4. CONSULTATION

4.1 Residents at approximately 50 properties in the immediate area were consulted on the proposals in January 2015. No responses were received.

4.2 The following response was made on behalf of Woodhouse Health Centre:

“We have discussed the proposals at a partners meeting. At the practice we have on average one ambulance per day. We note that with this proposal it will take ambulances slightly longer to get here but will be quicker leaving Skelton Lane as there should be reduced congestion. With this in mind we would like to be reassured that all the new routes and access to the practice will be gritted regularly in the bad weather to ensure emergency vehicles safe access to and from our practice. The new car park with disabled spaces will help as it there may be free spaces for our patients and team”

Officer response:

The Council grits the city’s major routes as a precaution when required. These routes fall into two categories: Priority 1 routes (the main arterial roads and links to hospitals and fire stations) and Priority 2 routes (bus routes; roads hosting key public service facilities such as GP surgeries). Skelton Lane is part of a Priority 2 route.

The proposal to build a car park has been withdrawn.

Other Consultees

4.3 Woodhouse ward members (Councillors Jackie Satur and Mick Rooney) have verbally indicated their support for the proposed scheme as proposed.

4.4 No response has been received from South Yorkshire Fire and Rescue Service, the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Authority.

4.5 South Yorkshire Police have objected to the proposal for the following reasons:

“We are on road safety grounds unable to support this scheme in its current form. We believe that drivers will ignore the one way scheme as the alternative routes significantly increase the distance a driver currently needs to travel to access the Surgery and other facilities on Skelton Lane. This could lead to drivers who choose to ignore the One Way section turning from Tannery Street, this could cause enforcement issues,

and could increase the risk of head-on collisions and pedestrian accidents as other road users are unlikely to expect vehicles undertaking such a manoeuvre.”

The objection was accompanied by a note explaining that South Yorkshire Police “*will, almost without exception, lodge a formal objection*” to introduction of one-way restrictions in residential areas. It continues:

“The creation of one way streets in residential estates is far from effective. They do little to improve road safety or quality of life and in many cases have been proven to have a negative effect on safety. The following points are universally acknowledged as issues relating to such schemes:

- *Some traffic will simply be diverted onto other less suitable streets*
- *Residents may have to access their street by an alternative and less convenient route which may involve the use of other neighbouring streets*
- *Traffic speeds generally increase due to drivers' perception that there is no opposing traffic*
- *Without physical traffic calming there may be an increase in accidents and their severity*
- *Some, particularly short sections of one-way street are likely to be contravened by drivers thereby requiring police enforcement.*
- *Complications occur at minor accesses and junctions where signing is difficult and likely to be ignored.*
- *Pedal cyclists are at greater risk in such situations, particularly children who have limited understanding of one way systems.*

We are required to protect police resources, the implementation of these orders is likely to place additional demands on staff in respect of enforcement of the order and potentially dealing with complaints associated with the new arrangement.”

Officer response:

Any new restriction on vehicle movement, unless totally self-enforcing, has the potential to be abused. However, officers feel that by significantly tightening the junction of Skelton Lane and Tannery Street drivers would be extremely unlikely to contravene the one-way order by accident. It is difficult to gauge the potential level of intentional abuse, but again officers are of the view that the proposed layout is sufficiently off-putting to potential offenders.

The scheme is intended to reduce congestion around the health centre and library. Some visitors would have to drive further than at present; however those same drivers will benefit from a reduction in congestion. In addition the scheme would considerably improve things for pedestrians crossing Skelton Lane.

The intention to introduce a 20mph speed limit in this area has been

advertised and the new limit is due to come into force later this financial year. In this particular instance officers are of the view that the introduction of the lower limit is a proportionate way of mitigating the possibility of higher speeds on Skelton Lane itself and the two roads onto which some traffic will transfer – Spa Lane and Waterslacks Road.

Although congestion is an issue around the health centre at certain times the number of vehicles involved is relatively low (around 75 vehicles per hour entering Skelton Lane from Tannery Street at busy times). It is not envisaged that the reassignment of this traffic onto Spa Lane and Waterslacks Road will be a significant issue.

5. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality of Opportunity Implications

- 5.1 An Equality Impact Assessment has been conducted and concluded that the scheme would have no significant positive or negative equality impact. There is a minor positive impact on all who use public transport, but particularly on those groups (elderly and disabled) which disproportionately use public transport, and a minor positive impact on people seeking to cross Skelton Lane in this area.

Financial and Commercial Implications

- 5.2 A budget estimate for the costs associated with this scheme has been requested and will be included in the Outline Business Case which is due to be considered by the Thriving Neighbourhoods and Communities Programme Board on 2 December 2016. Delivery of the scheme will be subject to approval through the City Council's Capital Gateway Process and sufficient funding being available.

Legal Implications

- 5.3 The Council as local highway authority have the power to make traffic regulation orders under the Road Traffic Regulation Act 1984 for the purposes outlined in section 1 of that act. The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 must be followed, and proper consideration given to all duly made representatives.

The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

6. ALTERNATIVE OPTIONS CONSIDERED

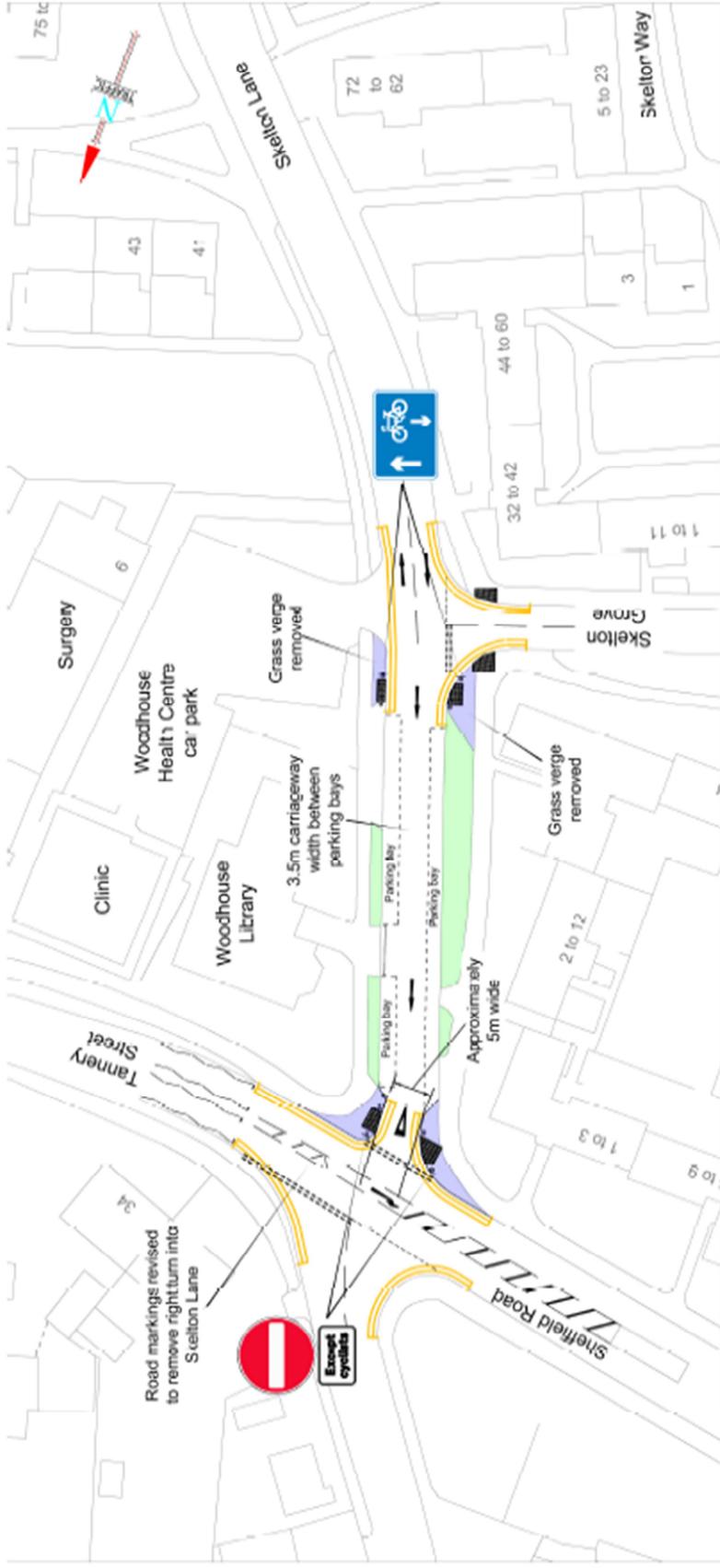
- 6.1 That congestion should be eased by creating a series of passing places along the length of Skelton Lane and the adjoining Spa Lane. This would

be achieved by prohibiting parking at bus stops, crossing places and junction mouths providing drivers with space to pull in and allow an opposing vehicle to pass. Ward members do not support this approach on the grounds that parking spaces would be lost.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The recommended measures would go some way to addressing the problems of congestion in general and delays to buses in particular whilst making it easier and safer for pedestrians to cross Skelton Lane.

APPENDIX A



Skelton Lane one-way Preliminary design

Key

- 'No waiting at any time' (double yellow lines) restriction
- Dropped pedestrian crossing with tactile paving; Bollards/traffic signs to protect crossing point
- Areas of verge or carriageway converted to footway
- Grass verge to remain, resurfaced as necessary

- Notes**
1. Skelton Lane to be made one-way (except cyclists) from Skelton Grove towards Tannery Street.
 2. Parking bays approximately 2m wide) to be provided either side of 3.5m wide one-way section.
 3. The grass verges on each side of Skelton Lane would largely remain
 4. Crossing points provided to assist pedestrians.
 5. The junction of Skelton Lane and Tannery Street narrowed to deter abuse of one-way and narrow pedestrian crossing distance (carriageway wide enough for two cars to get to and stand side by side at the give way line). Bollards and/or traffic signs to mark kerb build-cuts and discourage footway parking
 - 6.

Not to scale

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Simon Neilson, Scheme Design
Transport, Traffic & Parking Services
October 2016

File ref: SD/1653LTP/LT241/P05