



Executive Director/Director Non-Key Executive Decision Report

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Report to: *Tom Finnegan-smith, Head of Strategic Transport and Infrastructure*

Date of Decision: *24/03/2017*

Subject: *Firth Park Road junction with Bolsover Road safety scheme*

Which Cabinet Member Portfolio does this relate to? Place, Cllr Mazher Iqbal

Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing

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

If YES, what EIA reference number has it been given? 1231

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*"The (**report/appendix**) is not for publication because it contains exempt information under Paragraph (**insert relevant paragraph number**) of Schedule 12A of the Local Government Act 1972 (as amended)."*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

This report is to seek approval to implement a small road safety scheme at the junction of Firth Park Road and Bolsover Road. The scheme should reduce vehicle speeds at this junction and make it easier for pedestrians to cross the road.

Recommendations:

To approve the introduction of a small road safety scheme at the junction of Firth Park Road and Bolsover Road for implementation subject to:

- a) Confirmation of sufficient funding within the Local Transport Plan allocation Road Safety block
- b) Approval of the scheme via the Capital Approval gateway Process

Background Papers:

Scheme plan attached (TM-LT129-P1)

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: <i>Julie Currey</i>
	Legal: <i>Richard Cannon</i>
	Equalities: <i>Annemarie Johnston</i>
	<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	Lead Officer Name: <i>Susie Pryor</i>
	Job Title: <i>Senior Transport Planner</i>
	Date: <i>23/03/2017</i>

1. PROPOSAL

- 1.1 This report is to seek approval to implement a small road safety scheme at the junction of Firth Park Road and Bolsover Road. The changes, which can be seen on in the attached plan, (TM-LT129-P1) should help to reduce vehicle speeds and make it easier for pedestrians to cross the road.

This scheme was designed in 2015/16 and then placed on hold to be implemented in 2017/18 to tie in with Amey core works in the area.

Over a five year period there had been 13 road collisions on Firth Park Road by the junctions of Bolsover Road and Idsworth Road. Three resulted in serious injuries and 10 were slight injuries.

At this location collision analysis has shown that over a number of years there has been a problem with the cross movement of traffic. Site observations have also shown that there is a desire line for pedestrians across each arm of the junction. The current width of the carriageway (9.5 metres on the south west approach) is considered to be a major factor in the problems associated at this location and therefore the reduction in width has been the main focus of the design.

As part of the scheme a bus stop will move approximately 3 metres towards Idsworth Road, to provide better visibility for pedestrians wishing to cross near the Bolsover Road junction. The shelter will also move the same distance.

Proposals:

- Movement of the current bus stop to aid visibility for pedestrians and drivers entering / exiting Bolsover Road.
- Kerb build outs at each corner to increase visibility for pedestrians and drivers.
- Tactile Paving / dropped kerbs on each arm of the junction to aid pedestrian movements.
- Bollards to protect pedestrian areas from parking.
- Re-lining of the carriageway.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 This accident savings scheme is expected, over time, to bring about a reduction in the number and severity of traffic accidents, helping to create 'safe and secure communities'. Implementing the scheme described in this report together would contribute to the creation of a safer residential environment and 'thriving neighbourhoods and communities'. Conducting and responding positively to public consultation is in keeping with the 'an

in-touch organisation' value of the 2015-18 Corporate Plan.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 A letter and plan of the proposed scheme was sent to seven properties which are close to the junction in December 2014 and would be affected by the scheme. Local Councillors were also consulted. No objections to the scheme were received.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 An Equality Impact Assessment has been conducted (Number 1231) and concludes that the proposals are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as they improve access. No negative equality impacts have been identified

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business Case for this scheme was approved by the TN&C Board on the 26th May 2016.

The costs associated with this scheme are estimated to be a total of £100,000 (£90k scheme construction and £10k for the commuted sum). Delivery of the scheme will be subject to approval through the City Council's Capital Gateway Process and sufficient funding being available. The capital scheme costs would be charged to BU92769.

4.3 Legal Implications

- 4.3.1 The City Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report.

The Council has a statutory duty under the Road Traffic Act 1988 to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

4.4 Other Implications

- 4.4.1 There are no other implications.

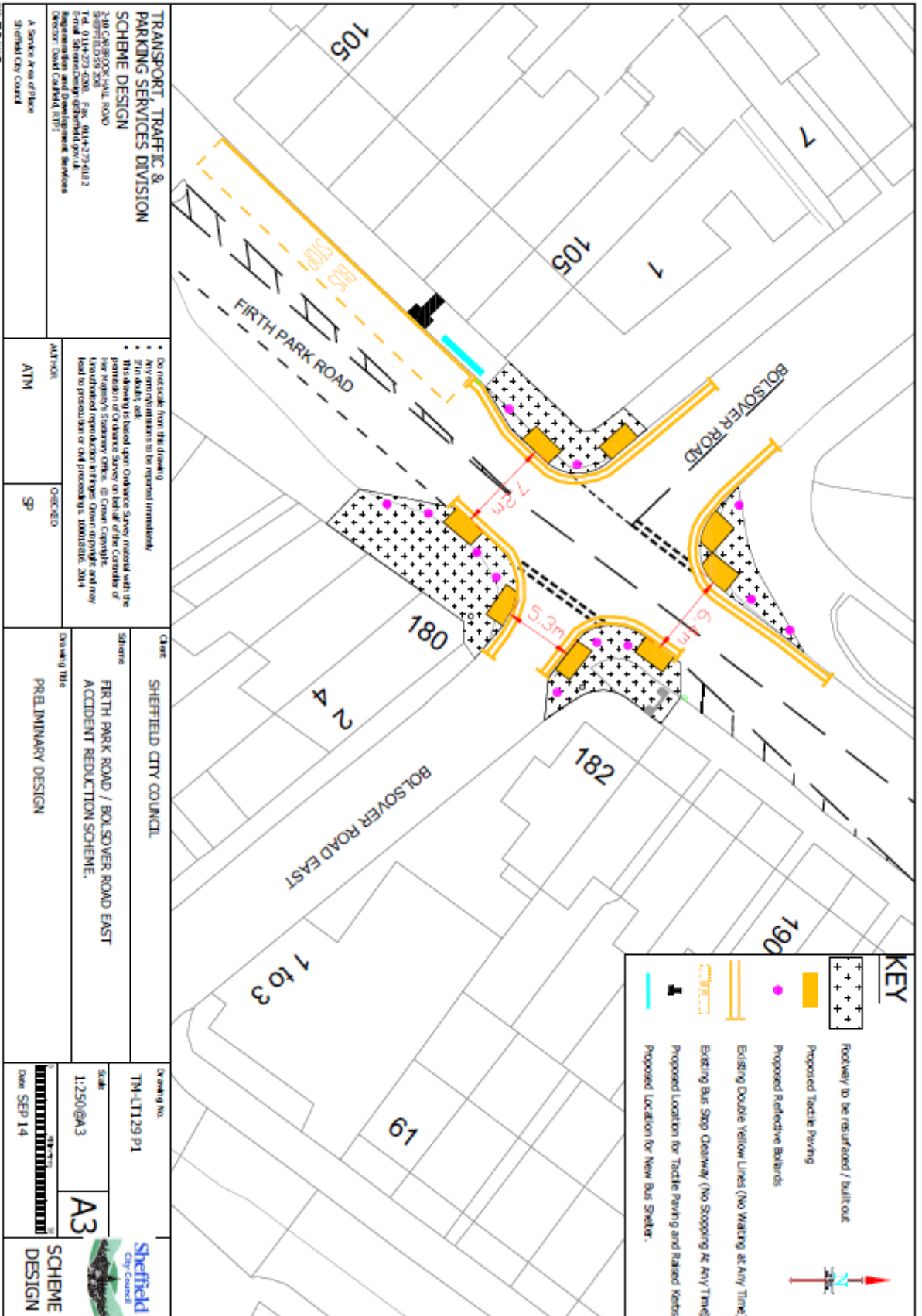
5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Do nothing option - No accident savings scheme will be introduced, resulting in no reduction in number and severity of road traffic collisions at this location.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The introduction this small road safety scheme should reduce the number and severity of collisions. It will also help to reduce vehicle speeds and make it easier for pedestrians to cross the road at this location.

This scheme was designed in 2015/16 and will be implemented in 2017/18 to tie in with Amey core works in the area.



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Drawing Title: PRELIMINARY DESIGN

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DATE: SEP 14
Sheffield City Council
SCHEME DESIGN

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KEY

- Footway to be resurfaced / built out
- Proposed Tactile Paving
- Proposed Reflective Bollards
- Existing Double Yellow Lines (No Waiting at Any Time)
- Existing Bus Stop Clearway (No Stopping At Any Time)
- Proposed Location for Tactile Paving and Raised Kerbs
- Proposed Location for New Bus Shelter