

# Agenda Item 4



**Author/Lead Officer of Report:** Gay Horsfield,  
Transport Planner

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**Report of:** Executive Director Place  
**Report to:** Individual Cabinet Member Decision  
**Date of Decision:** 8 June 2017  
**Subject:** Bellhouse Road zebra

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Place Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 919		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-  <i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

## Purpose of Report:

The report outlines the objections received to proposals for a zebra crossing on Bellhouse Road near Beck Road. The report seeks a decision on how the scheme should be progressed in light of the objections.

**Recommendations:**

- The zebra is built at the location planned.
- The bus stop is re-located as in the plan having considered the issues that were raised in the objections.
- The objectors are informed of the decision taken.

**Background Papers:**

*(Insert details of any background papers used in the compilation of the report.)*

**Appendix A** – Scheme drawing

**Appendix B** – Details of objections and officers' response

**Appendix C** – Road Safety Audit 1 Final Report

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: Julie Currey 20/04/2017
		Legal: Richard Cannon 19/04/2017
		Equalities: Annemarie Johnston 20/04/2017
<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	<b>EMT member who approved submission:</b>	Edward Highfield
3	<b>Cabinet Member consulted:</b>	Cllr 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.	
	<b>Lead Officer Name:</b> Gay Horsfield	<b>Job Title:</b> Senior Transport Planner
	<b>Date:</b> 9 June 2017	

## 1. PROPOSAL

- 1.1 A request for a crossing on Bellhouse Road near Beck Road was received late 2015.
- 1.2 When this was investigated by the Road Safety Team to see if the site qualified for a crossing warden it scored over 14 million. This is well above the recommended criteria of 4 million. It was observed that traffic speeds appeared high and also several unaccompanied primary age children crossed alone.
- 1.3 Although a warden has been appointed they only cover two short periods in a day when Beck Primary School is open. Therefore it was felt that a facility here would be beneficial for parents and carers with their children, unaccompanied children, the local nursery as well as the warden. It also provides a safer crossing point at all times of the day.
- 1.4 Before the scheme was designed further surveys were done on Bellhouse Road between 7am – 10am and 2.30pm – 6.30pm. These identified that optimum location for the zebra crossing on Bellhouse Road was between Beck Road and Mason Lathe Road.
- 1.5 Speeds indicate that physical traffic calming measures are required.
- 1.6 There have been no recorded injury accidents in the last 5 years, from 1 January 2012 to 31 December 2016. There was a serious pedestrian accident in March 2010.
- 1.7 The bus stop that was on Bellhouse Road near to Beck Road has been moved to Beck Road. The stop in this location is far enough away from the junction with Bellhouse Road not to cause any safety issues at the junction. Numerous site visits have also shown that the location proposed is rarely used to park vehicles due to the steep verge.  
See **Appendix A** – Scheme Drawing

## 2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The pedestrian crossing will improve accessibility and safety for a high number of pedestrians, many of whom are children that walk to and from school. It contributes to the creation of a safer residential environment and making the City a *Great Place to Live*.

## 3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The owner of the building that is currently Upsadaisy Nursery at 551 Bellhouse Road was contacted by letter on 25 November 2016 and 6 January 2017. This was to request that vehicle access was removed from one of the nursery drives. The owner did not want to allow this so the zebra crossing was moved slightly. This has necessitated a larger build out on Mason Lather Lane.
- 3.2 Notices detailing the new proposals were erected on-street and posted through local frontages on 27 February 2017. The notices invited people wishing to object to or otherwise comment on the proposals to submit their comments by 17 March 2017.
- 3.3 Two objections have been received, see **Appendix B**. Their concern is the location of the bus stop and not the zebra crossing.

## **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

### **4.1 Equality of Opportunity Implications**

4.1.1 Overall there are no significant differential, positive or negative, equality impacts from implementing these individual scheme works as part of the wider Streets Ahead Enhancement project. The work should be positive for everyone by improving safety and access around the local neighbourhood. It should be particularly positive for the elderly, young and mobility impaired.

### **4.2 Financial and Commercial Implications**

4.2.1 £85,000 has been allowed to implement the zebra crossing and traffic calming from the 2017/18 LTP programme. This element of LTP funding is part of the Streets Ahead Enhancement programme (BU93053), which has £400,000 in total approved by the Integrated Transport Authority (ITA). Funding of £120K has already been agreed to be spend from this budget.

4.2.2 The Sheffield City Council Thriving Neighbourhoods and Communities Board and Capital Programme Group have approved a £400,000 total budget for 17/18 but a Final Business Case with details of the works and costs to be carried out will be subject to the Capital Gateway Approval process.

4.2.3 The commuted sum to cover future maintenance is estimated at £10K. It is claimed from the LTP and then held in the revenue contribution account BU22183. It is paid to Amey at the end of the financial year to cover related maintenance expenditure over the next 25 years. However should any other implications arise, appropriate consultation and advice will be sought on the issues as required. The commuted sum for this scheme and the other approved schemes (~£12k) are ~£22k which is less than the £50k commuted sums approved for Streets Ahead Enhancement programme for 17/18.

### **4.3 Legal Implications**

4.3.1 The Council in exercising its functions under the Road Traffic Regulation Act (including provision of pedestrian crossings and waiting restriction) is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

4.3.2 The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;

- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
  - v) any other matters appearing to the Council to be relevant.
- 4.3.3 The Council received two objections to the proposal in response to the consultation. The Council needs to consider whether these objections outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal.

#### 4.4 Other Implications

- 4.4.1 N/A

### **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Doing nothing has been considered, that is not implementing the proposed zebra crossing. This would mean that conditions for pedestrians crossing Bellhouse Road would remain unimproved. Also recruitment and retention of School Crossing Wardens is difficult. If the current warden left and the position was not filled then the pedestrian desire line would be left unprotected at all times.
- 5.2 Re-siting the bus stop. The stop location proposed is far enough away from the junction with Bellhouse Road to not cause any safety issues at the junction. Site visits have also shown that the location proposed is rarely used to park vehicles due to the steep verge, therefore it minimises loss of utilised resident parking spaces.

### **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The zebra in the proposed location best serves the main pedestrian desire line.
- 6.2 The bus stop has been re-sited to the best location to avoid safety issues at the junction and minimise loss of utilised parking space.

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