

Agenda Item 5



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: Crookesmoor Road / Barber Road / Crookes valley
Road addition of pedestrian phase at traffic signals

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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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 comments received to the proposal to add an all stop pedestrian crossing phase on the traffic signals at the junction of Crookesmoor Road / Barber Road / Crookes Valley Road. There will be an Advance Stop Line (ASL) and lead in cycle lane on Crookes Valley Road. The report seeks agreement to construct the scheme.

Recommendations:

- The pedestrian all stop crossing phase is added at the junction.
- The ASL and lead in lane is also included in the scheme.

Background Papers:

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

Appendix A – Details of comments and officers' response

Appendix B – Road Safety Audit 1-2 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
	Legal: Richard Cannon
	Equalities: Annemarie 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: Edward Highfield
3	Cabinet Member consulted: 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.
	Lead Officer Name: Gay Horsfield
	Job Title: Senior Transport Planner
Date: 9 June 2017	

1. PROPOSAL

- 1.1 The request for an all stop phase pedestrian at the junction of Crookesmoor Road / Barber Road / Crookes Valley Road has been on the request list since September 1997. There have been numerous ongoing requests from the public and councillors for the improvement.
- 1.2 There is an exceptionally large pedestrian movement at this junction. A survey done in March 2010 had a total of over 4000 pedestrians crossing Crookesmoor Road here in one day.
- 1.3 A modelling exercise was completed in December 2015. This showed that the pedestrian phase can be included without causing unacceptable traffic delays. Additional software will be included in the works to aid the effective movement of vehicles through the junction.
- 1.4 There have also been requests for a cycle lane and advanced stop line (ASL), particularly on the Crookes Valley Road approach. These have been included to help cyclists maintain their momentum up the hill.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The pedestrian crossing phase will improve accessibility and safety for a very high number of pedestrians, many of whom are students walking to and from the University. 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 Notices detailing the new proposals were posted through local frontages on 7 April 2017. The notices invited people to comment on the proposals and to submit their comments by 28 April 2017.
- 3.2 There have been eight letters of support from members of the public. Two of these letters raised concerns about the cycle lane and ASL. See Appendix A Details of comments and officers' response

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 £111,000 was agreed in the Final Business Case for the pedestrian signals from the 2017/18 LTP programme. This cost has risen to £117,500 with 2017/18 price increases and changes resulting from the Road Safety Audit 1/2. 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). Therefore the total funding of £126,500 will be required to be spend from this budget. (£9k for Sharrow Lane pedestrian build out.)

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 £20K. 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 are ~£20,500k which is less than the £50k commuted sums approved for Streets Ahead Enhancement programme for 17/18. (£500 for Sharrow Lane pedestrian build.)

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 comments to cycle lane and advanced stop line 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 adding the pedestrian crossing phase. This would mean that conditions for pedestrians crossing at the junction would remain unimproved. This scheme has been very well supported and this was not considered as an option.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The pedestrian crossing phase will enable all pedestrians to cross more safely at this junction and is a long awaited addition.
- 6.2 The ASL and cycle lead in lane will help cyclists maintain their momentum up Crookes Valley Road without stopping and starting.

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