



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: 29 June 2017
Subject: High Street, Ecclesfield zebra

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" 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? Thriving Neighbourhood and Communities		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" 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 checked="" 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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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 seeks a decision to progress the zebra crossing element of the scheme.

Recommendations:

- The zebra is designed and built at the location planned.

Background Papers:

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

Appendix A – Scheme plan (for the approved scheme being implemented by the North Sheffield Key bus Route programme)

Appendix B - Consultation Letter Dec 2016

Appendix C – Public correspondence and Officer's Comments

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 12/06/2017
		Legal: Victoria Clayton 19/06/2017
		Equalities: Annemarie Johnston 15/06/2017
<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	EMT member who approved submission:	Edward Highfield
3	Cabinet Member consulted:	Cllr Jack Scott
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: 29 June 2017	

1. PROPOSAL

- 1.1 This project is part of the Streets Ahead Enhancement Programme. The proposal is to locate a zebra crossing on High Street close to Ecclesfield Primary school. This is a busy road with a high frequency bus route.
- 1.2 Requests for a pedestrian crossing on High Street, Ecclesfield near Ecclesfield Primary have been received since 2001.
- 1.3 The site qualified for a crossing warden and scored well above the recommended threshold.
- 1.4 A facility here would be beneficial for parents and carers with their children, unaccompanied children and the warden. It also provides a safer crossing point at all times of the day, especially as there are bus stops and shops nearby.
- 1.5 There is existing traffic calming which moderates vehicle speeds so no extra calming measures are needed.
- 1.6 There have been no recorded pedestrian injury accidents in the last five years, from 1 January 2012 to 31 December 2016.
- 1.7 The nearby bus stop on the High Street will be re-located and the waiting restrictions altered. This section of the scheme is part of the North Sheffield Key Bus Route and is paid for by the bus operators.

Appendix A – Scheme Plan

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 Notices detailing the new proposals were erected on-street and posted through local frontages on 5 December 2016 (approximately 40 letters). The notices invited people wishing to object to or otherwise comment on the proposals to submit their comments by 3 January 2017.
Appendix B Consultation Letter Dec 2016
- 3.2 None of the statutory consultees commented on the proposals.
- 3.3 Four public comments were received that related to the crossing:-
 - Ecclesfield Primary school support changes that remove congestion and provide better visibility. They state that the warden is unreliable which often leaves the older children crossing the road alone. The Key Bus Route part of the scheme will ease congestion by removing the pinch point. The zig-zag lines will protect the visibility at the zebra. Removing two parking spaces near the bus stop and new waiting restrictions at school times on the school side will also improve visibility and congestion. Providing a zebra crossing ensures that the children will be able to cross more safely using the zebra if the warden is not present.
 - A local business supporting the zebra (albeit with a small amount of lost parking) and requesting a minor parking restriction change.

- A resident who was concerned with vehicle access near the bus stop and requesting that the belisha beacons will have cowls. They will have cowls.
- A resident who was again concerned about visibility issues, with buses and parking near the warden. It is hoped that these issues will be resolved as stated above.

See **Appendix C** Public Correspondence and Officer's Replies

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 £40,000 has been allowed to implement the zebra crossing 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 £191K has already been agreed to be spent from this budget by the Thriving Neighbourhoods Transport Sub Board.
- 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 £6K. 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 (~£22k) are ~£28k 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 four comments to the proposal in response to the consultation. The Council needs to consider whether any concerns raised in those comments outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh any concerns, 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 High Street at this location would remain unimproved. The zebra provides improved access to the school and nearby bus stops. 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.

6. REASONS FOR RECOMMENDATIONS

6.1 The zebra is built at the planned location as this is the main desire line, particularly at school time.