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Report of: *Edward Highfield*

Report to: *Jack Scott*

Date of Decision: *August 2017*

Subject: Broomhall walking and cycling scheme – outline of the proposal and background to the scheme

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
- Expenditure and/or savings over £500,000	<input checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Transport and Sustainability		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environment Wellbeing Scrutiny and Policy Development Committee.		
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? <i>(Insert reference number)</i>		
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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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:

To outline the proposal and background of the scheme and alternative options.

To ask that the implementation of Traffic Regulation Orders (TRO's) associated with this scheme be approved by the Cabinet Member.

Recommendations:

- Approve and implement the scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).
- Make the Traffic Regulation Order relating to the proposed parking restrictions in accordance with the appropriate Road Traffic Regulation Act
- Make the Experimental Traffic Regulation Order relating to the proposed one-way in accordance with the appropriate Road Traffic Regulation Act.

That further adjustments to the orders are advertised to reflect the discussions regarding wider parking issues identified through the consultation process and if any objections are received following the advertisement of the changes these be brought back to the portfolio holder to make a decision on how to proceed. Due to the timescales involved this to be done separately to the proposed cycling & walking scheme

Background Papers:

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 Johnstone</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	EMT member who approved submission:	<i>Laraine Manley</i>
3	Cabinet Member consulted:	<i>Councillor Jack Scott</i>
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: <i>Jayne Burbidge</i>	Job Title: <i>Senior Transport Planner</i>
	Date: <i>17/08/2017</i>	

1. PROPOSAL

- 1.1 The proposal is to use STEP funding from the Local Growth Fund to construct a 2km walking and cycling route between Sheffield City centre and Collegiate Crescent.

We will build on cycle facilities provided as part of SRQ (Charter Square / Trafalgar Street and Wellington Street) to provide a clear signposted route between the Broomhall area and Sheffield City centre. The scheme will deliver an enhanced environment for walking and cycling.

Scheme Component Details

The objective is to improve the environment for those travelling sustainably through the area, and those living and working in the neighbourhood. It will connect Collegiate Crescent and the city centre (Sheaf Street) with a high quality active travel route.

The route will connect into existing signed pedestrian and cycle routes across the city centre and will benefit users in terms of providing a quieter pleasant route away from busy roads.

The detail of the route will become clearer as we progress the design but it will be made up of:

- Broomhall Road – parking removal and relocation: one way introduced in the section between Victoria Road and Park Lane: some changes to kerb alignments and therefore kerbs and tactiles
- Broomhall Street – no specific works on this section
- Ring Road crossing – no specific works here
- Headford Street/Broom green – minor works to improve existing infrastructure (e.g. vegetation clearance/path widening where necessary/ensuring existing signage/markings/tactiles are correct)
- Fitzwilliam – no specific works on Fitzwilliam Street in this phase

Parking review (Broomhall & Clarkehouse Road)

In addition, at a public consultation meeting about the scheme on 02/08/17, concerns were raised about the management of parking in the area. Those concerns centred on

- existing controls not sufficiently robust to manage demand
- arrangement of parking resulting in undesirable and/or hazardous conflicts (particularly between oncoming vehicles).

This reinforces issues identified previously by officers as part of a review of all Controlled Parking Zones. A separate report with recommended changes to policy across all zones is to be presented to board in October

This project will set aside a sum of £7,000 for works to start implementing the revised policy in Broomhall & Clarkehouse Road, subject to its approval at . Priority would be given to those elements which can be delivered within this financial year (prelim/detailed design and TRO advertised) and that best address the concerns raised by residents within the vicinity of the proposed route. Consultation would take place separately to the cycling and walking scheme so not to delay implementation as STEP funding needs to be spent by March 18. This work would run separately to but in parallel with this schemes development.

As an example we will investigate design options for removing uncontrolled parking and replacing this with Pay and Display Bays within the Broomhall area and on Clarkehouse Road.

Post scheme monitoring

We will monitor the scheme for 12 months post completion of the project; this will enable the Council to respond to points raised regarding the transfer of traffic, speeds and parking provision.

Monitoring will include:

- Traffic Counts on Broomhall Road / Street, Victoria Road and Collegiate Crescent (once a month).
- Speed Surveys on Broomhall Road/Street, Victoria Road and Collegiate Crescent (once every two months)
- Parking surveys on Broomhall Road (once every two months)
- Cycling numbers (completed as part of the traffic counts – once a month).
- Permanent counter data on Ring road cycle route
- A permanent cycle counter at a point along the route (to be identified in

detailed design stage)

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The Council has a corporate objective to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion. A further outcome of this will be to improve air quality.

A key element of the solution to achieve these aims is to design streets in line with practice from successful healthy cycling nations, to ensure cycling and walking provides a safe, convenient and comfortable means of transport for as many journeys as possible, from door to door. In the case of residential streets not having a through traffic function (such as Broomhall Road), this means ensuring that volumes of motor vehicles are kept low, actual vehicle speeds are kept low, and making sure there is sufficient clear carriageway to enable cyclists to pass cars comfortably.

This will be supported by a network of principal cycle routes on which we aspire to achieve a greater level of comfort and convenience for cyclists, which cyclists would use for the greater part of their trips. A network of such routes has been identified as part of the draft City Centre Masterplan, including a route providing connectivity between the City Centre and Sheffield Hallam University's Collegiate Campus. This scheme is one of the earliest to be developed with this network in mind and aligns with the emerging overall transport strategy.

In addition to our general programme to increase cycling offered to adults across the city, we will work with Hallam University to encourage the use of the bicycle by staff and students on this particular route.

The scheme is fully funded by the Dept. for Transport Sustainable transport Exemplar Project (STEP) which is aimed at improving the use of sustainable transport, including the provision of good quality cycle / walking routes.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Letters were delivered to properties on Broomhall Road, Park Lane, Victoria Road, Broomhall Street and Cavendish Court .

Notices detailing the new proposals were erected on-street. The notices invited people wishing to object to or otherwise comment on the proposals to submit their comments by 20 June 2017 and provided the link to a webpage on Sheffield City Council's website.

Seventy people responded to the consultation with a number of objections. Cabinet Member Jack Scott and Ward Councillors Michelle Cook and Kieran Harpham were consulted on 10/07/17 and as a result of this a public meeting was held on 2nd August in order to respond directly to the concerns of local residents.

We have received comments from Cycle Sheffield who were not represented at the public meeting Details of this and SCC response appear in Appendix B

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. The work should be positive for everyone by improving safety and access around the local neighbourhood.

4.2 Financial and Commercial Implications

- 4.2.1 Capital: £924,000 has been allocated to implement the scheme from the 2015/18 STEP programme (BU 92880).

To date Sheffield City Council Thriving Neighbourhoods and Communities Board (TN&C) and Capital Programme Group have approved a total budget of £41,946. An Outline Business Case will be presented to TN&C Board in September 17 to seek approval to complete outline & detailed design. A Final Business Case with details of the works and costs to be carried out will be presented in January 18 and subject to the Capital Gateway Approval process.

Revenue: The commuted sum to cover future maintenance is estimated at £30K. This 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.

4.3 Legal Implications

- 4.3.1 All works will be carried out on Highway's land. Traffic Regulation Orders (TRO) will be required to implement the necessary restrictions on parking and an Experimental TRO to implement the one-way.

The 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 may 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 representations.

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.

4.4 Other Implications

- 4.4.1 None known

5. ALTERNATIVE OPTIONS CONSIDERED

(Outline any alternative options which were considered but rejected in the course of developing the proposal.)

5.1 Option: – Route One: Wellington Street

This is the shortest route at 1.86km, and has a total of nine minor route crossings and one crossing of a more complicated junction (which has more than one road to cross). The cost of the route could be reduced through the Cavendish development, but this is still uncertainty of the boundary of the Cavendish development which may then sever this route between Trafalgar Street and Cambridge Street.

Option: – Route Two: Wellington Street, including Charter Row

This is a slightly longer route than route one at 2.20km, and has a total of seven minor route crossings and two crossings of a more complicated junction (which has more than one road to cross). The cost of the route will be reduced as a result of utilising a section of new cycle facility conditioned on the Charter Square development.

Option: – Route Three: Division Street/Surrey Street

This route is 2.03km, and has a total of seven minor route crossings and just one crossings of a more complicated junction (which has more than one road to cross). The downside of this route is that there is no opportunity to significantly reduce the cost of the route through development.

Option: – Route Four: Hannover Way/Moore Street/Jessop Street

This route is the longest option at 2.38km, and has a total of seven minor route crossings, but three crossings of a more complicated junction (which has more than one road to cross). The downside of this route is that there is no opportunity to significantly reduce the cost of the route through development, which would be an expensive option due to the number of more complicated junctions the route would pass through

Option: – Route Five: Thomas Street/Fitzwilliam Gate/Jessop Street

This route is 2.26km: Although slightly shorter than option four it still has a total of seven minor route crossings, but three crossings of a more complicated junction (which has more than one road to cross). The downside of this route is that there is no opportunity to significantly reduce the cost of the route through development, which would be an expensive option due to the number of more complicated junctions the route would pass through

Preferred Option:-

As a result of trying to benefit from (but not compromise):

- Sheffield Hallam university public realm works
- Current SRQ proposals

- City centre 20mph area proposals

The preferred option is **option two**. Although this route is slightly longer the interventions required to achieve a higher standard of design were considered (at feasibility stage) to be fewer. In addition, the cost of building a section of the route (phase 5) will be paid for as part of the Cavendish project, so the total cost to SCC will be reduced. Had we chosen a different route we would need to cover the complete cost for the whole route

This selected route:

- will utilise quiet, residential streets, in addition to cycle facilities provided as part of the Cavendish Project (interventions at Charter Row/Trafalgar St, Moorhead / Pinstone Street & Charter Sq) and Sheffield Hallam cycle hub (located adjacent to the Arundel Gate campus) .
- will link into the Moor (retail, markets, cinema)
- has obvious 'beginning and end' destinations in its own right, and will provide links with existing cycle facilities, as well as those planned in the future.
- will utilise an existing crossing points on Hanover Way
- provides a short in distance and time alternative to driving, or using public transport between the sites
- aims to link to a route through Collegiate campus: we are in discussion with Hallam University with regard to them developing such a route through their campus
- will include a monitoring station at a strategic point in order to provide longer term before and after counts of cyclists
- will be built to international best practice standards, as such they will exceed the existing standard of cycle routes provided in Sheffield thus far

6. REASONS FOR RECOMMENDATIONS

- 6.1
- The Council has a corporate objective to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion.
 - Broomhall has been identified and prioritised as part of the area of greatest opportunity for cycling to support development of the City.
 - Officers have identified that 12% of potential to save city centre car trips is in the west are within 1½ miles of the Ring Road.
 - The scheme provides connectivity between SHU Collegiate Campus and City Centre.
 - This is the first scheme of a much wider ambition for cycling.
 - Contribution to improved air quality in the area