



SHEFFIELD CITY COUNCIL
Cabinet Highways
Committee

14

Report of: Executive Director, Place

Date: 8th September 2011

Subject: Objection to a proposed road safety scheme on School Road, Crookes

Author of Report: Ashley Carnall

Summary:

- To report to the Cabinet Highways Committee on an objection received to a road safety scheme on School Road, Crookes
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Reasons for Recommendations:

- The zebra crossing and the associated road narrowing are considered a necessary part of the scheme. The scheme has substantial public support overall and the advantages of installing measures at this locations appear to outweigh any possible disadvantages to the objector in terms of road safety.

Recommendations:

- The objections to the zebra crossing scheme on School Road, Crookes be overruled in the interests of road safety, and the TROs be made in accordance with the Road Traffic Regulation Act 1984.
 - The scheme design as shown in Appendix B be approved and constructed.
 - The objector be informed of the decision of the Cabinet Highways Committee
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Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES Cleared by: Highways
Legal implications
NO
Equality of Opportunity implications
NO
Tackling Health Inequalities implications
NO
Human rights implications
NO
Environmental and Sustainability implications
Yes Cleared by: Ian Oldershaw
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO

OBJECTION TO A PROPOSED ROAD SAFETY SCHEME ON SCHOOL ROAD, CROOKES

1.0 SUMMARY

- 1.1 To report to Members on an objection received to a road safety scheme on School Road, Crookes.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

- 2.1 The scheme outlined in this report responds to customer requests for a safer walking route to Westways School, and will also provide a safer walking route to a local Shopping Centre. Providing improvements to the walking route will encourage parents to leave the car at home and walk with their children to school, thereby reducing parking problems near the school and helping to meet the “Reducing Congestion” objective of “A City of Opportunity”.
- 2.2 The process involved in consulting on these schemes supports the ‘City of Opportunity’ objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased public confidence in our consultation process.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The public consultation has contributed to the ‘Putting the Customer First’ objective of the ‘City of Opportunity’ plan, with proposals that respond to customer requests to provide highway schemes to benefit users. The scheme would provide road safety benefits for customers
- 3.2 If the identified scheme is provided then there will be road safety benefits for pedestrians, in particular children.
- 3.3 Improving the pedestrian route could encourage more people to walk to Westways School and the local shops, thus helping to reduce the city’s carbon footprint.

4.0 REPORT

- 4.1 The City Council is proposing to install a zebra crossing on School Road between Cobden View Road and Conduit Road; in order to make it safer for children travelling to and from Westways School it will also make it safer for all pedestrians accessing the doctor’s surgery and local shops.
- 4.2 The scheme originally arose as a result of the Council receiving a 120 signature petition from residents and parents in 2002, requesting measures to improve the safety of pedestrians crossing the road at this point.
- 4.2 A plan showing the location of the proposed crossing, in relation to Westways Primary School, is shown in Appendix A.
- 4.3 The scheme primarily consists of a zebra crossing to help pedestrians cross. The scheme also includes a build out of the existing footway which will

improve visibility past parked cars thereby improving road safety whilst minimising the loss of parking. A plan of the proposals is shown in Appendix B.

4.4 An extension of some existing double yellow lines to improve the visibility for drivers and pedestrians at the junction of Conduit Road is also proposed.

4.1 There is no history of any injury accidents at this location over the last five year period up to 31st March 2011.

4.5 Local residents and shopkeepers were contacted in May 2009 to inform them of the proposal to provide a pedestrian crossing. Six responses have been received, including one from the Chair of Governors of Westways School. Of these responses, four were in support of the proposals, one said they had no objections and one was against. It is this objection which is the subject of this report. The reasons for the objection, and officer responses (in italics), are given below.

4.5 Taking another car parking space away when not enough spaces anyway. Not good for my business. Clients struggling to park.

Officer response: The recommended parking restrictions are considered to be the minimum requirement to achieve road safety and pedestrian/vehicle inter-visibility over the extent of the scheme. Although sympathetic to the needs of residents with regard to on-street parking provision, any reduction or omission of them would compromise road safety. It is recognised that parking outside local shopping centres is at a premium and for that reason a build out of the footway is proposed that, in addition to assisting pedestrians when trying to see past parked cars, will also help minimise the loss of parking. It is estimated that, after taking into account existing waiting restrictions around the corner of School Road/Conduit Road, two parking spaces will be lost. Were the build out not provided it is estimated that four or five spaces would be lost in order to provide adequate visibility for pedestrians and drivers..

4.6 Road too narrow for a crossing.

Officer Response: There is no minimum width where zebra crossings can be installed. Even with the road narrowing there will still be sufficient room for two way traffic, and turning movements from the side roads can also make the road difficult to cross. It is the opinion of officers that, in view of the visibility problems and the varied turning movements at this junction, there is a good case for a formal crossing to be provided

Financial Implications

4.5 A road safety scheme on School Road, Crookes at its junction with Conduit Road has been included in the 2011/12 Local Transport Plan programme. The estimated cost of this scheme is £60,000. The ongoing maintenance costs of these changes to the highway network will be met from the PFI commuted sum added to the scheme cost.

Equality and Diversity Implications

4.6 An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals are of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. Because the proposal relates to increased road and pedestrian safety they should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and disabled people. No negative equality impacts have been identified.

5.0 ALTERNATIVES CONSIDERED

5.1 It would be possible to remove the zebra crossing from the scheme. The build out would still improve visibility for pedestrians by allowing them to see past parked traffic and would lessen the width of road that people have to cross. Such a scheme could possibly remove the need to remove parking spaces, although as a consequence the intervisibility between drivers and pedestrians would be less. The disadvantage of this proposal is that the lack of a proper controlled crossing will mean that drivers are under no obligation to stop for pedestrians, which will make the road harder to cross than if a zebra were provided. In addition, given the number of requests for a controlled crossing that have previously been received at this location, any scheme implemented perceived to consist of “lesser” measures is likely to lead to some criticism from the school and people who cross here.

6.0 REASONS FOR RECOMMENDATION

6.1 The scheme highlighted in this report has considerable local public support, including from the majority of the shopkeepers. Given the level of support and the road safety advantages of installing measures at this location it is considered that the benefits outweigh the disadvantages

7.0 RECOMMENDATIONS

7.1 The objections to the zebra crossing scheme on School Road, Crookes be overruled in the interests of road safety, and the TROs be made in accordance with the Road Traffic Regulation Act 1984.

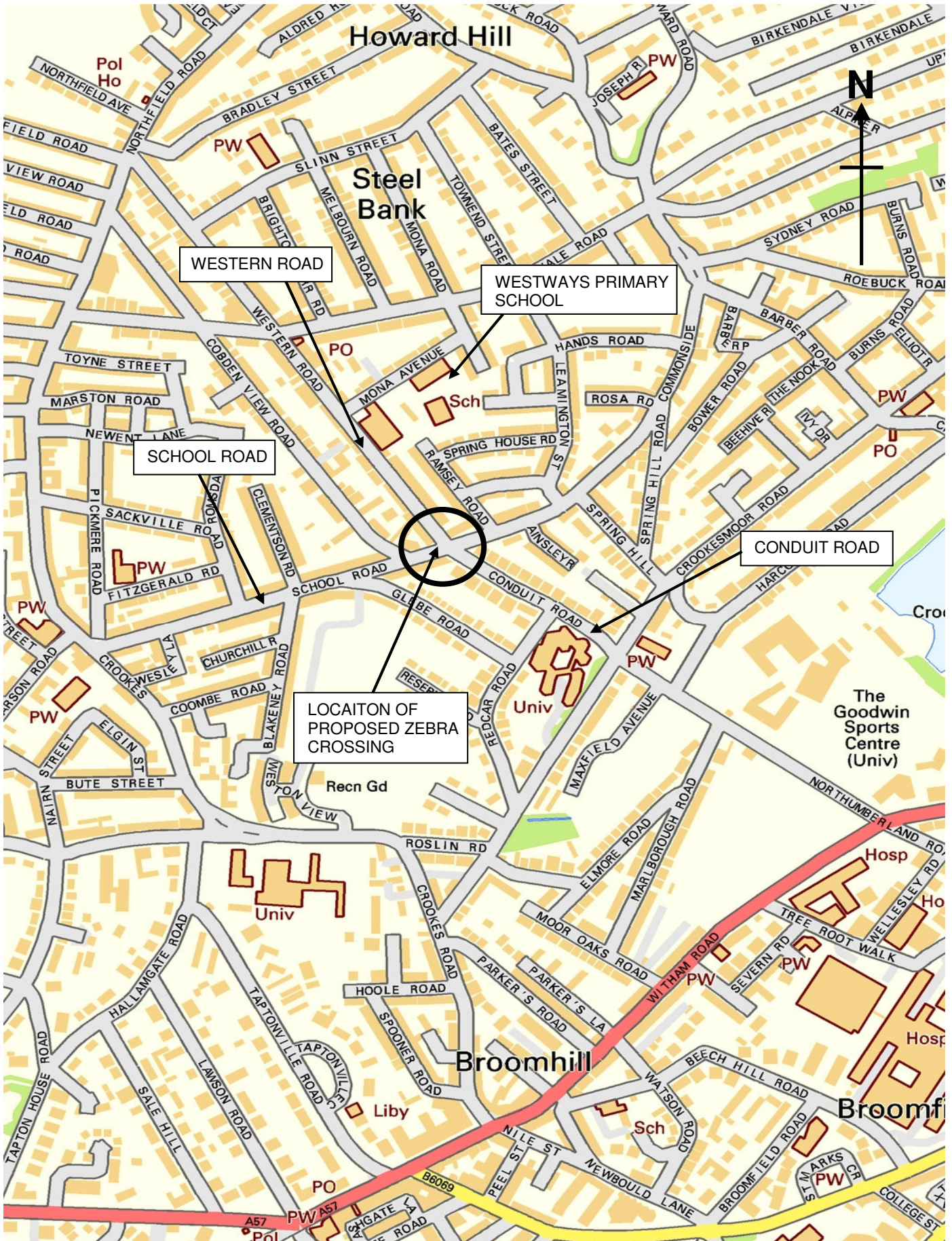
11.1 The scheme design as shown in Appendix B be approved and constructed.

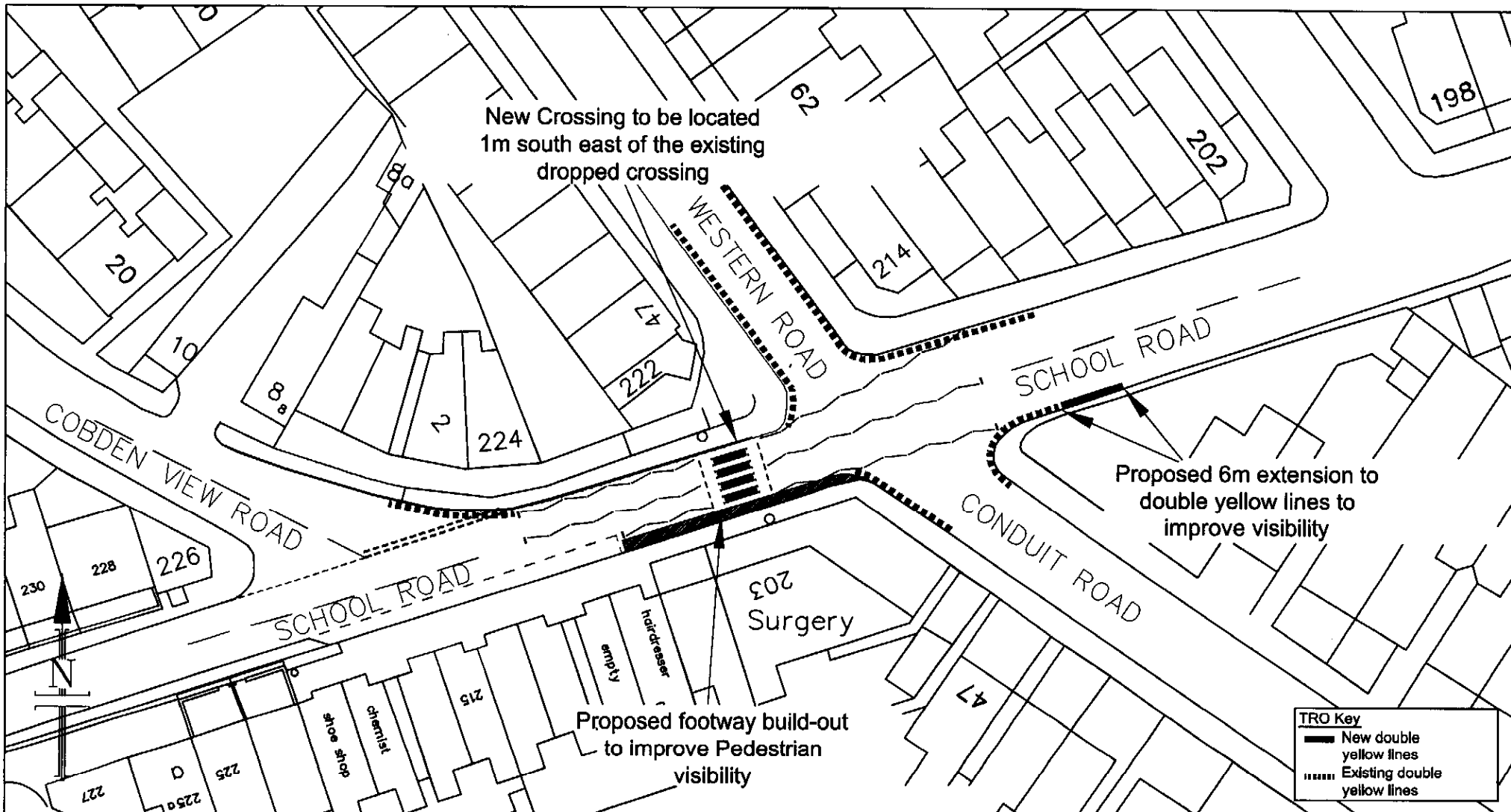
11.3 The objector be informed of the decision of the Cabinet Highways Committee

Simon Green
Executive Director, Place

30 August 2011

APPENDIX A - LOCATION PLAN





DEVELOPMENT SERVICES
TRANSPORT & HIGHWAYS DIVISION
TRAFFIC SECTION
 2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB
 Tel. 0114-273-6175. Fax. 0114-273-6182
 E-mail Traffic.Management@Sheffield.gov.uk
 Director: L Sturch, M.R.T.P.I.
 Development Services

A Service Area of the Directorate of Development, Environment & Leisure
 Sheffield City Council

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DRAWN	CHECKED
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Client	SHEFFIELD CITY COUNCIL
Scheme	School Road
Drawing Title	Proposed Controlled Crossing (Zebra)

Drawing No.	TM/BN572/CO1
Scale	1 / 500
Date	April 09

