



SHEFFIELD CITY COUNCIL
Cabinet Highways
Committee

12

Report of: Executive Director, Place

Date: 13th October 2011

Subject: Objections to a proposed road safety scheme on Beaver Hill Road, outside Handsworth Grange Secondary School.

Author of Report: James Burdett/Ashley Carnall 0114 273 6170 / 0114 273 6205

Summary:

- To report on the outcome of the public consultation undertaken for a road safety scheme on Beaver Hill Road, outside Handsworth Grange Secondary School.
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Reasons for Recommendations:

- The traffic calming measures as proposed are considered a necessary part of the scheme. The scheme has substantial public support overall and the advantages of installing measures at this location appear to outweigh any possible disadvantages to the objectors in terms of road safety.

Recommendations:

- Overrule the objection and approve the measures set out in Appendix C, namely:
 - Traffic calming on Beaver Hill Road, incorporating uncontrolled crossing points where appropriate
 - Double yellow lines at various junctions
 - School Keep Clear markings on Beaver Hill Road and Handsworth Grange Road
 - Make the Traffic Regulation Orders associated with the scheme in accordance with the Road Traffic Regulation Act 1984.
 - Undertake further consultations with residents directly affected by bus stops with regard to the provision of bus stop clearway markings
 - Inform the respondents of the decisions made.
-

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

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

BEAVER HILL ROAD – SCHOOL ENTRANCE SCHEME OUTCOME OF PUBLIC CONSULTATION

1.0 SUMMARY

- 1.1 This report is to inform Members of comments received following public consultation on a proposed traffic calming scheme on Beaver Hill Road, Handsworth, adjacent to Handsworth Grange Secondary School. The report includes a response to the comments received and recommends that the scheme is approved for implementation.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The proposals have been developed to address road safety issues on Beaver Hill Road, in the vicinity of Handsworth Grange School. Officers have developed measures with a view to empowering residents, by incorporating their aspirations in the design of their streets. The report contributes to “putting the customer first” by responding to the views expressed during the comprehensive public consultation exercises undertaken when developing the proposals.
- 2.2 The report will also contribute to the “Protecting and Enhancing the Environment” objective of the Council’s Corporate Plan particularly the “Reducing Congestion” priority, with proposals that aim to slow vehicles and improve pedestrian safety, and thus encourage walking to and from the school site.

3.0 OUTCOME & SUSTAINABILITY

- 3.1 The scheme aims to improve road safety for pupils walking and cycling to Handsworth Grange School, with a view to further encouraging a shift away from dependency on the private car, whilst encouraging more healthy physical activity amongst the school students.

4.0 REPORT

- 4.1 This report details consultation and discussion relating to the proposed traffic calming scheme.
- 4.2 A location plan of the scheme is shown in Appendix A.
- 4.3 The scheme consists of traffic calming on Beaver Hill Road along the frontage of Handsworth Grange Secondary School, between the junctions with Flockton Road and Retford Road. The scheme aims to slow traffic thereby making the road safer and easier to cross for children attending the school. A full discussion of the scheme and the consultation responses is set out in Appendix B, whilst a copy of proposals sent to residents is shown in Appendix C.
- 4.4 These proposals were originally identified as a Safer Routes to School scheme following a number of requests from the public, including the Headteacher at Handsworth Grange School, asking for measures to address road safety issues and accidents near the school. The scheme has recently been approved for funding within the 2011/12 Local Transport Plan budget. A scheme was drawn up comprising bus friendly humps, speed cushions, and various waiting restrictions, to help slow vehicles as they pass the school. Accordingly it is hoped that the number of accidents will reduce.

- 4.5 Consultation took place with local people in March/April 2011. This consultation included the statutory Traffic Regulation Order (TRO) consultation, required for the introduction of waiting restrictions. A total of 473 properties were consulted, with 59 responses (12.5%) being received. The vast majority of respondents either supported (37, or 63%) or partly supported (16, or 27%) the proposed scheme, with only 4 respondents (7%) being opposed to it. 2 people did not indicate their view. Of these responses, 6 people formally objected to all, or part, of the scheme proposals. The school, Local Members and the South East Community Assembly have also been contacted and all are fully supportive of the scheme
- 4.6 Of those supporting the proposals, comments generally related to the scheme being long overdue, that the measures will help reduce vehicle speeds, and that it will help people to cross the road.
- 4.7 Of those opposed to the scheme, the main reasons for not supporting it were:
- There is no evidence of a speeding problem
 - The accident rate is no worse than other, comparable roads
 - Road humps/cushions will cause damage to vehicles
 - Money should be spent on road safety education instead of expensive schemes
 - Discontent with aspects of the scheme design
- 4.8 Officers have investigated all the comments and suggestions. However, after due consideration, it is considered that to achieve the desired road safety benefits traffic calming measures of the type proposed are required to slow vehicles to an appropriate level. This should have a positive impact on the number of accidents, both pedestrian and vehicle/vehicle, on this stretch of Beaver Hill Road. A full discussion relating to all the comments received during the consultation can be found in Appendix B.
- 4.9 It has also been requested that the bus stops be upgraded, with raised kerb, tactile paving and a bus stop clearway marking. Funding is not available to provide the kerbing arrangements, but the clearway markings would be cheap to install and would ensure that buses can safely pull into the lay-bys. One resident has also suggested a clearway would provide safer egress from her driveway. It is therefore suggested that the markings be implemented (as shown in Appendix C), but that localised consultation be undertaken with those residents directly affected before any markings are installed.

Relevant Implications

- 4.10 A road safety scheme on Beaver Hill Road, in the vicinity of Handsworth Grange Secondary School has been included in the 2011/12 Local Transport Plan programme. The ongoing maintenance costs of these changes to the highway network will be met from the PFI commuted sum.
- 4.11 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 ALTERNATIVE OPTIONS CONSIDERED

5.1 Officers have considered a number of amendments to try and address the concerns raised by local people during the consultations. However, there are insufficient funds to implement these at the present time.

6.0 REASONS FOR RECOMMENDATIONS

6.1 Officers have given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns whilst providing road safety benefits for schoolchildren attending Handsworth Grange School..

7.0 RECOMMENDATIONS

7.1 Overrule the objections and approve the measures set out in Appendix C, namely:

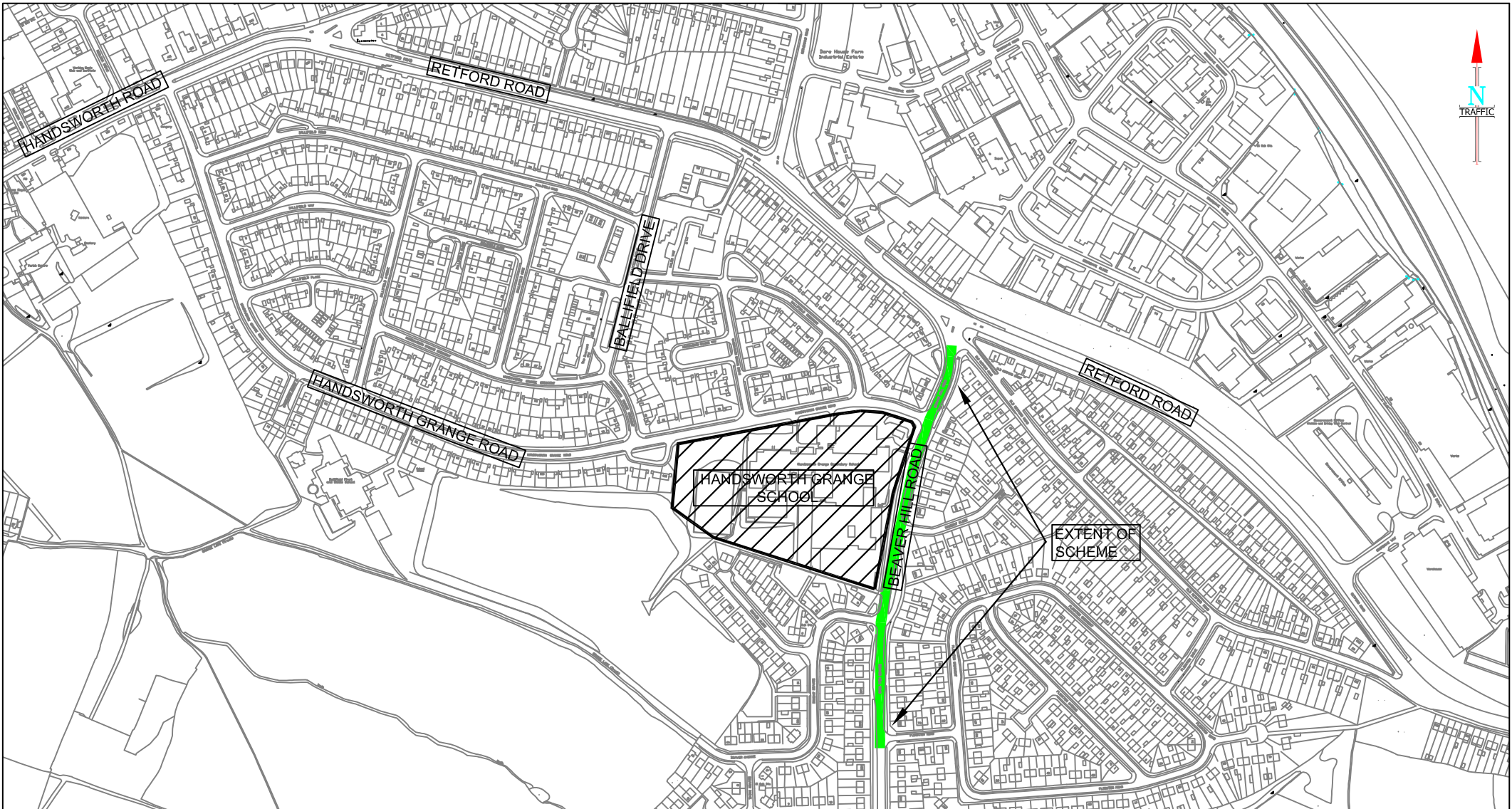
- Traffic calming on Beaver Hill Road, incorporating uncontrolled crossing points where appropriate
- Double yellow lines at various junctions
- School Keep Clear markings on Beaver Hill Road and Handsworth Grange Road

7.2 Make the Traffic Regulation Orders associated with the scheme in accordance with the Road Traffic Regulation Act 1984.

7.3 Undertake further consultations with residents directly affected by bus stops with regard to the provision of bus stop clearway markings

7.4 Inform the respondents of the decisions made.

Simon Green
Executive Director, Place
13 October 2011



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DRAWN
James Burdett
August 2011

CHECKED

Client
SHEFFIELD CITY COUNCIL

Scheme
School Entrance Scheme

Drawing Title
**Handsworth Grange School - Beaver Hill Road
Location Plan**

Drawing No.
TM-BN315-P5

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Date
August 2011

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TRAFFIC
MANAGEMENT

SCHEME DETAILS, CONSULTATION AND DISCUSSION

1. As discussed in paragraphs 4.3 and 4.4 of the main report, this scheme was developed to address road safety issues on Beaver Hill Road near to Handsworth Grange Secondary School.
2. In the development of any proposal such as this, officers work to limit the impact on local residents as much as possible. However, due to site constraints, compromises often have to be made to provide a suitable outcome for all. The proposed scheme for Beaver Hill Road is considered to provide the necessary road safety benefits, with only limited impacts on local people.
3. In order to obtain the views of residents and businesses potentially affected by each of the proposals, an explanatory letter and plan showing the proposals, together with a response form, were delivered to all properties in the vicinity of the scheme, on 18 March 2011. A pre-paid envelope was provided for return of the completed forms. All consultation materials, together with proposed areas of distribution, were made available to local Councillors prior to the consultation. No adverse comments were received.
4. Street notices were also displayed in the vicinity of the proposed scheme, and the consultation materials were also available in Woodhouse Library for the duration of the consultation.
5. The Traffic Regulation Order (TRO – the legal process required to introduce waiting restrictions) was also advertised at this time.
6. A total of 473 properties were consulted, with 59 responses (12.5%) being received. Tables 1 & 2 below shows the outcome of the consultation, and Table 2 the level of overall support.

Table 1 – Respondents’ Views

		Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure/No Box Ticked
Q1	“The proposed traffic calming will help to slow traffic along Beaver Hill Road”	30 (51%)	21 (36%)	1 (2%)	3 (5%)	4 (7%)
Q2	“The proposed crossing points will make it easier for pedestrians, including school children, to cross Beaver Hill Road”	30 (51%)	17 (29%)	4 (7%)	3 (5%)	5 (8%)

Table 2 – Overall Support

		Fully Support	Partly Support	Don’t Support	Not Sure/No Box Ticked
Q3	Overall, to what extent do you support the scheme?	37 (63%)	16 (27%)	4 (7%)	2 (3%)

APPENDIX B

7. It is clear that local people are generally supportive of the proposed scheme, however 6 respondents considered their response to be a formal objection to the scheme. These objections, and a response to them, are detailed below.
8. As stated in paragraph 4.7 of the main report, the main issues raised by the objectors are:
 - There is no evidence of a speeding problem
 - The accident rate is no worse than other, comparable roads
 - Road humps/cushions will cause damage to vehicles
 - Money should be spent on road safety education instead of expensive schemes
 - Discontent with aspects of the scheme design

A response to each of these issues is provided below.

Speed

9. Speed surveys were taken on Beaver Hill Road just south of the junction with Handsworth Grange Road. The 85th percentile speeds (the maximum speed not exceeded by 85 percent of traffic) were 35mph southbound (uphill) and 36mph northbound (downhill). The results of the survey indicate that speed is an issue in both directions on this road, although it is of particular concern with regard to traffic travelling northbound due to a blind brow of a hill just before drivers pass the frontage of the school.

Accident Statistics

10. Accident statistics have been obtained for this section of Beaver Hill Road. In the five year period between 1 May 2006 and 30 April 2011, there were a total of 6 reported injury accidents. One of these accidents involved a child pedestrian crossing the road just to the south of Handsworth Grange Road, at the location where the speed surveys were undertaken. All of the accidents involved vehicles travelling in a South to North (i.e. the downhill) direction. It is likely that there have been a number of unreported incidents, and other residents have suggested that they have observed 'near-misses'. Over the last decade, there have been three child pedestrians injured outside the school, including the one mentioned above. It is considered that the proposed speed reduction measures will help to reduce speeds along Beaver Hill Road, and reduce the accident rate accordingly.

Damage to Vehicles

11. With regard to vertical traffic calming measures causing damage to vehicles, Department for Transport research indicates that vehicles travelling over road humps at appropriate speeds should not suffer damage, providing the humps conform to certain regulations. The proposed features will meet the requirements of these regulations and as such if motorists traverse the features at a suitable speed no damage should be expected.

Money should be spent on road safety education instead of expensive schemes

12. Whilst road safety education has a significant part to play in reducing the child casualty rate, the main problem at this location is the speed of drivers passing the school, not the behaviour of children attempting to cross. It is considered that the best way to improve driver behaviour, whilst also slowing traffic thereby making

APPENDIX B

Beaver Hill Road easier to cross, is to provide traffic calming measures as outlined in the report and as shown in Appendix C.

Scheme Design Issues

13. A number of issues were raised in relation to the detail of the scheme. These are discussed in the following paragraphs.
14. Pedestrian Crossing Point near Handsworth Grange Road
Several people suggested that a formal crossing point should be provided outside the school just south of the junction with Handsworth Grange Road, as it is at this point children prefer to cross. They suggest that the uncontrolled crossing point nearer to Retford Road is incorrectly placed.
15. The primary role of this scheme is to reduce speeds in the vicinity of the school on Beaver Hill Road, but the opportunity has been taken to provide uncontrolled crossing points on the bus friendly humps. It is acknowledged that ideally a crossing point would be positioned to the south of the junction with Handsworth Grange Road, where children cross in larger numbers having disembarked the bus. This would provide a safer crossing point between the southbound bus stop and the school. Unfortunately however it has not been possible to provide a raised feature and crossing point at this location due to the tight road constraints with a number of driveways being located close together, on both sides of the road. A plateau could be provided across the full width of the driveways but this would be expensive and in view of the limited budgets available this has not been taken forward at this time.
16. One resident suggested the bus stop opposite Handsworth Grange Road should be relocated to allow pupils to cross on the proposed crossing point, but unfortunately, there is no other suitable location as the bus would block the main flow of traffic.
17. Location of Traffic Calming Features
One respondent has suggested that the set of speed cushions near to Shubert Close will be difficult to negotiate having exited the Close. This has been investigated and it is confirmed that the cushions are located approximately 12 metres from the junction which gives drivers ample opportunity to align their vehicle and straddle the cushions safely.
18. Another respondent has queried the location of the bus friendly hump near Beaver Avenue, suggesting it may cause difficulty accessing his drive. The proposed bus friendly road hump adjacent near to Beaver Avenue will not extend in front of the driveway to 289 Beaver Hill Road, so access to this and other nearby properties will be maintained. Alternative locations for the hump have been considered but in order to maximise the speed reduction in the vicinity of the school the hump needs to be located in this general area. It also provides an opportunity to install an uncontrolled crossing point for pedestrians near to the footpath from Flockton Crescent. Unfortunately no other alternative locations for the hump are feasible due to the position of driveways, nearby bus stops and the junction with Flockton Avenue.
19. One respondent has suggested that the traffic calming features are too frequent over such a short distance. The spacing of traffic calming measures influences the speed midway between the measures, and Department for Transport guidance indicates that a spacing of 60-90 metres is appropriate to ensure vehicle speeds do not rise

APPENDIX B

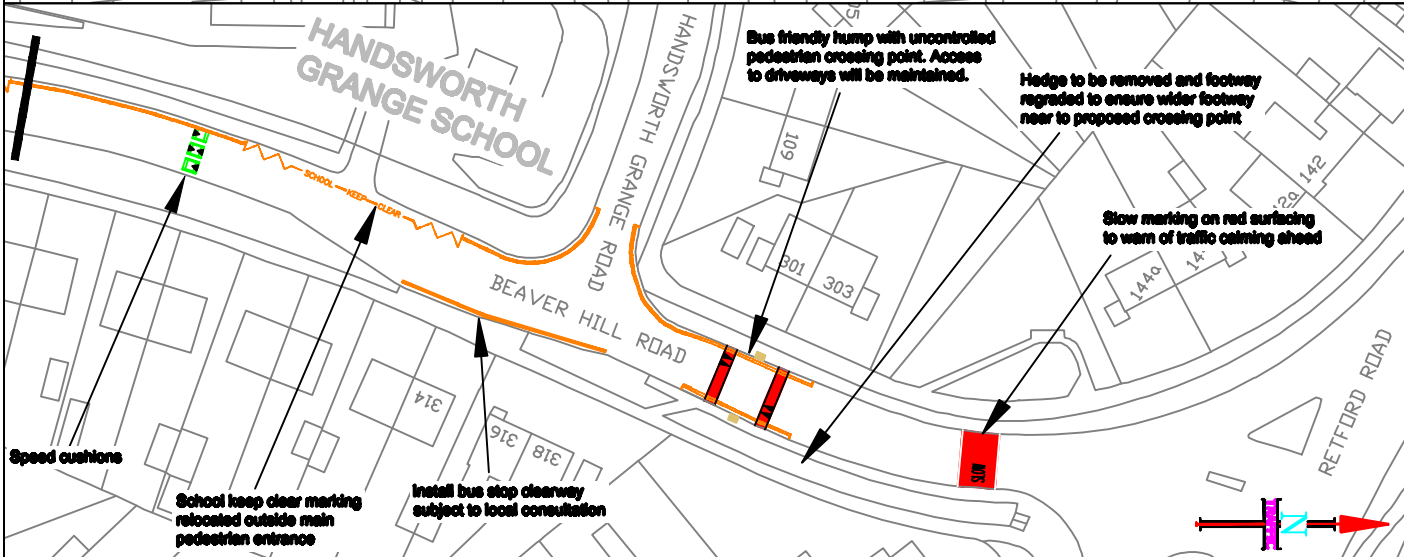
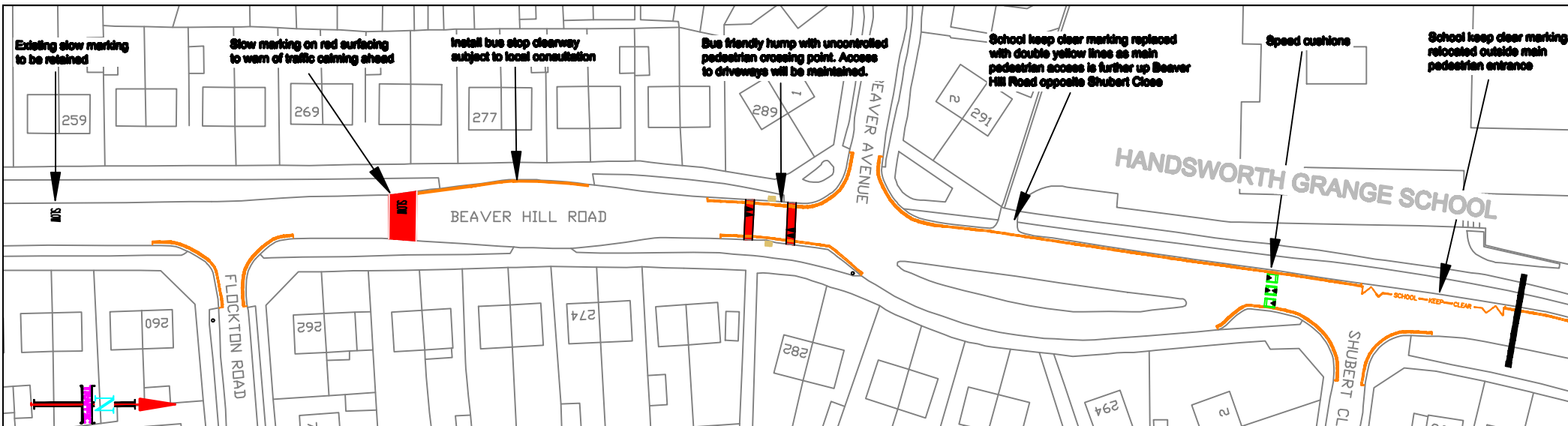
between the features. On Beaver Hill Road, the features are positioned approximately 65-80 metres apart and so meet these guidelines.

Request for Additional Proposals






20. Some people requested that the scheme be extended to the south of Flockton Road, to slow drivers as they come up the hill. Although desirable, and indeed feasible, funding is not available to cover any additional calming features. A 'Slow' marking does currently exist before the brow of the hill, and this will be supplemented to the north of Flockton Road with additional road markings and signs to warn drivers of the impending traffic calming features.

Other Issues

21. One resident has asked if street lighting will be amended to provide better lighting on the uncontrolled crossing points. It is confirmed that this will be the case and will be investigated at the detailed design stage. The resident also asked if drainage will be considered to ensure water does not divert onto private properties – again, this will be investigated and addressed at the detailed design stage.
22. Requests have been made for similar measures on Handsworth Grange Road. Unfortunately no funding is available to progress this request, however it will be referred to the East Community Assembly for consideration.
23. Several residents have suggested that a School Crossing Patrol should be provided on Beaver Hill Road. This matter will be passed to our Road Safety Section to see if this can be achieved.
24. Some residents have suggested rumble strips should be used to slow vehicles instead. Rumble strips however are extremely limited in their effectiveness at reducing speeds, and are often instead used to indicate the entry to a series of traffic calming measures. On this basis they are not being progressed.



KEY

-  Proposed slow marking and red surfacing with accompanying warning signs
-  Proposed speed cushions
-  Proposed 65mm 'bus friendly' road hump and uncontrolled crossing point
-  Proposed double yellow lines
-  Proposed bus stop clearway

School keep clear markings as shown (no stopping at any time)

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 Scheme: **School Entrance Scheme**
 Drawing Title: **Handsworth Grange School - Beaver Hill Road Final Scheme**

Drawing No. **TM-BN315-P6**
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 August 2011
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