

# SHEFFIELD CITY COUNCIL

## EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 9 April 2015 by the Highway Cabinet Member Decision Session.

Date notified to all members: Monday 13 April 2015

The end of the call-in period is 4:00 pm on Friday 17 April 2015

The decision can be implemented from Saturday 18 April 2015

### **Item No**

#### **4. NORMANTON HILL CROSSING SCHEME**

4.1 The Executive Director, Place submitted a report describing the proposals for a signalised pedestrian crossing at the site of a tragic fatal collision in May 2014.

4.2 **RESOLVED:** That the Cabinet Member:-

- (a) notes the comments made by respondents to the consultation; and
- (b) approves the scheme, as proposed, for design and implementation, subject to:-
  - (i) confirmation of sufficient funding within the Local Transport Plan allocation Road Safety block; and
  - (ii) approval of the scheme via the Capital Approval gateway process.

#### **4.3 Reasons for Decision**

4.3.1 The pedestrian crossing and associated works will contribute to an improvement in safety along Normanton Hill. The introduction of a pedestrian crossing should reduce the number and severity of collisions and reduce the fear of collisions.

#### **4.4 Alternatives Considered and Rejected**

4.4.1 This site is currently a location for a Speed Indication Device (smiley SID). It is Council policy to use these devices for a relatively short period of time and rotate them between other roads in the area, otherwise motorists become used to them and they do not have the desired effect. The speed data from the SIDs at this location shows the average vehicle speeds of 39mph in the downhill direction which suggests that at this location such a measure is ineffective.

4.4.2 A traffic calming scheme could be considered. However, given existing speeds a localised traffic calming scheme could lead to loss of control accidents. Therefore, it would probably be necessary to traffic calm the whole length of the road, linking

the scheme with the existing measures located between Linley Lane and Coisley Hill. The cost of such a scheme along this length would be very expensive and it would be difficult to justify this, given the overall low collision rate along the length of Normanton Hill.

**4.5 Any Interest Declared or Dispensation Granted**

None

**4.6 Reason for Exemption if Public/Press Excluded During Consideration**

None

**4.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

**4.8 Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing

**5. GREENHILL AVENUE/GREENHILL MAIN ROAD TRAFFIC SIGNALS**

5.1 The Executive Director, Place submitted a report describing the further work carried out and sought approval for the revised scheme which retained the left turn from Greenhill Main Road into Greenhill Avenue and for which no new objections had been received when the original objectors were notified of the alternative scheme.

5.2 **RESOLVED:** That the Cabinet Member:-

- (a) approves the scheme and requests its implementation to introduce traffic signals at the junction of Greenhill Main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing no. 1513BB2-SD-LT107-TRO-C subject to the following conditions being met:
  - (i) confirmation of accurate costs (including any commuted sums)
  - (ii) confirmation of sufficient funding for the project
  - (iii) approval of the scheme through the Capital Approval process.
- (b) resolves that the Traffic Regulation Order be made in respect of the proposed waiting restrictions only, in accordance with the Road Traffic Regulation Act 1984; and
- (c) requests that the objectors be informed accordingly.

**5.3 Reasons for Decision**

5.3.1 The proposals described in the report will contribute to improving journey times, reducing congestion for all users and improving road safety, particularly for pedestrians and cyclists.

5.3.2 This alternative scheme fully addresses the objections received to the proposed scheme considered by the Cabinet Member in March 2014 whilst still achieving the benefits of the original scheme.

5.3.3 Funding is in place for 2015/16 to build the alternative scheme.

5.4 **Alternatives Considered and Rejected**

5.4.1 The alternative options were described in the March 2014 report and this is the actual alternative option.

5.5 **Any Interest Declared or Dispensation Granted**

None

5.6 **Reason for Exemption if Public/Press Excluded During Consideration**

None

5.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

5.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing