

SHEFFIELD CITY COUNCIL

Highway Cabinet Member Decision Session

held 11 May 2017

PRESENT: Councillor Mazher Iqbal (Cabinet Member for Infrastructure and Transport)

ALSO IN ATTENDANCE: Simon Botterill (Team Manager, Traffic Management)
Gay Horsfield (Transport Planner)

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where resolutions may be moved to exclude the press and public.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 13 April 2017, were approved as a correct record, subject to an amendment to paragraph 4.2 (a) to remove the reference to paragraph 3.8 and replace it with 'paragraph 3.9', so as to read 'the objection be upheld, in part, to the inclusion of Hemper Lane and Bradway Road within the 20mph Speed Limit Order as described in paragraph 3.9 of the report.'

4. BELLHOUSE ROAD ZEBRA CROSSING

4.1 The Executive Director, Place submitted a report outlining the objections received to proposals for a zebra crossing on Bellhouse Road near Beck Road. The report also sought a decision on how the scheme should be progressed in light of the objections.

4.2 Mr Hardy, a local resident, attended the Session to make representations to the Cabinet Member. He acknowledged that traffic calming measures were needed in the area but did not approve with the proposal to move the bus stop. This would create a blind spot and would mean that Mr Hardy would be blocked in on his drive. There had been a serious accident nearby where similar circumstances to what was proposed had occurred.

4.3 Mr Hardy added that the particular stretch of Beck Road referred to was dangerous due to speeding vehicles and needed speed humps to control this. The bus stop would inevitably lead to people congregating at the location which may lead to anti-social behaviour outside Mr Hardy's house. There was already a problem with the availability of car parking on Beck Road and this proposal would take more parking spots up.

- 4.4 Mr Hardy was aware that his neighbours shared his concerns and had not received a reply from the Council when they had submitted these. Mr Hardy believed there was no reason to move the bus shelter and there was already a crossing further down Bellhouse Road. Money would be wasted if the scheme went ahead and what was needed was a pelican crossing to break traffic up.
- 4.5 Observations had indicated that more people crossed at school times with the warden but this was not true at other times. The warden would move to the new zebra crossing.
- 4.6 Mr Botterill accepted that speeding vehicles on Beck Road was an issue. The Council had introduced partial traffic calming measures there and a 20mph limit but he accepted that not everyone would abide by this.
- 4.7 Buses would only stop at the bus stop very infrequently so this didn't present an issue in itself. However, Mr Botterill acknowledged that there was a parking issue in the area. Despite this, an officer had been out to visit the location on a number of occasions and observed that not many people parked at the proposed new bus stop location probably due to the high verge. There was no bus shelter or seating proposed at the bus stop so it was unlikely to attract anti-social behaviour.
- 4.8 Mr Hardy responded that he believed that the proposals would make blind spots worse. He believed that the problems of parking were worse on Thursday and Friday nights and it was unlikely that the officer had visited the area at these times.
- 4.9 Councillor Mazher Iqbal, Cabinet Member for Infrastructure and Transport, commented that an officer had visited the area to look at the circumstances so was aware of the issues. Buses would be very infrequent. Councillor Iqbal had seen similar situations in his Ward with no reported accidents. Vehicles would have to enter the main road regardless of the bus stop.
- 4.10 Councillor Iqbal was minded to approve the recommendations. He did not believe that officers would propose a scheme that would threaten safety in the area. A road safety audit had been undertaken by an independent road safety auditor which had confirmed this.
- 4.11 **RESOLVED:** That:-
- (a) the zebra crossing is built at the location planned on Bellhouse Road;
 - (b) the bus stop is re-located as in the plan, attached to the report, having considered the issues that were raised in the objections; and
 - (c) the objectors be informed of the decision taken.
- 4.12 **Reasons for Decision**
- 4.12.1 The zebra crossing in the proposed location best serves the main pedestrian desire line.

4.12.2 The bus stop has been re-sited to the best location to avoid safety issues at the junction and minimise loss of utilised parking space.

4.13 **Alternatives Considered and Rejected**

4.13.1 Doing nothing has been considered, that is not implementing the proposed zebra crossing. This would mean that conditions for pedestrians crossing Bellhouse Road would remain unimproved. Also 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.

4.13.2 Re-siting the bus stop. The stop location proposed is far enough away from the junction with Bellhouse Road to not cause any safety issues at the junction. Site visits have also shown that the location proposed is rarely used to park vehicles due to the steep verge, therefore it minimises loss of utilised resident parking spaces.

5. **CROOKESMOOR ROAD / BARBER ROAD / CROOKES VALLEY ROAD - ADDITION OF PEDESTRIAN PHASE AT TRAFFIC SIGNALS**

5.1 The Executive Director, Place submitted a report outlining the comments received to the proposal to add an all stop pedestrian crossing phase on the traffic signals at the junction of Crookesmoor Road / Barber Road / Crookes Valley Road. The proposal also included an Advance Stop Line (ASL) and lead in cycle lane on Crookes Valley Road. The report sought agreement to construct the scheme.

5.2 Richard Attwood attended the Session to make representations to the Cabinet Member. He commented that he supported the design and proposal. In relation to a comment from a member of the public included in the report, which stated that the proposals would result in an increase in traffic, Mr Attwood believed that the opposite was actually true and the proposals would reduce traffic as cyclists would be able to maintain momentum. The proposals would reduce cyclists being overtaken and incidents of 'left hooking'.

5.3 Councillor Iqbal welcomed the scheme and requested that a press release be issued in respect of it which could maybe include a quote from Mr Attwood.

5.4 **RESOLVED:** That:-

(a) the pedestrian all stop crossing phase is added at the junction of Crookemoor Road/Barber Road/Crookes Valley Road; and

(b) the ASL and lead in cycle lane is also included in the scheme.

5.5 **Reasons for Decision**

5.5.1 The pedestrian crossing phase will enable all pedestrians to cross more safely at this junction and is a long awaited addition.

5.5.2 The ASL and lead in cycle lane will help cyclists maintain their momentum up Crookes Valley Road without stopping and starting.

5.6 **Alternatives Considered and Rejected**

5.6.1 Doing nothing has been considered, that is not adding the pedestrian crossing phase. This would mean that conditions for pedestrians crossing at the junction would remain unimproved. This scheme has been very well supported and this was not considered as an option.

6. **COISLEY HILL / SHEFFIELD ROAD ZEBRA CROSSING**

6.1 The Executive Director, Place submitted a report outlining the objections received to proposals for a zebra crossing on Coisley Hill / Sheffield Road, Woodhouse. The report sought a decision on how the scheme should be progressed in light of this objection.

6.2 Ms. Debbie Naughton and her mother, Mrs Celia Hurst, attended the Session to make representations to the Cabinet Member. Ms Naughton commented that the proposed crossing was in the wrong location and should be closer to local amenities where accidents had previously occurred. It would cause a danger to pedestrians and cause motorists to break the law.

6.3 Ms. Naughton added that Gay Horsfield, Transport Planner, had attended the site with Ms. Naughton at 167 Sheffield Road and had agreed to forward Ms. Naughton's concerns to the independent road safety auditor. Despite this, the road safety auditor had concluded that there were no safety issues and no reason why the residents of 167 Sheffield Road couldn't exit their drive safely.

6.4 Ms. Naughton believed that if the crossing was introduced she would be forced to stop on the zebra crossing to reverse into her drive. Other motorists would likely assume that she was stopping for pedestrians and would pull up behind leaving no room for her to reverse further. Schoolchildren would also be running across the bottom of the drive causing a danger when reversing in.

6.5 Ms. Naughton stated that it had been agreed at a public meeting in January 2015 that there was a conflict of interest between pedestrians and car users at this location. Measures proposed since then would make it even more dangerous. Why then was there now seen to be no conflict of interest?

6.6 If the scheme were to go ahead, Ms. Naughton requested that she wished the angle of the drive at 167 Sheffield Road to stay the same, as it appeared to be straight on the plans when the angle currently was not straight. She also requested that the beacons be sited between the two windows of 167 and 169 Sheffield Road and not directly in front of the living room window of her mother, Mrs Hurst, at number 167. The light of the beacons should be kept to a minimum and hooded.

6.7 Simon Botterill acknowledged that this was a difficult location. The request for a

crossing had come from the local school to allow its children to cross safely. If the school was not there then there would be no need for a crossing.

6.8 Celia Hurst responded that children would still run out to the crossing and not wait for the lollipop lady further down so there was nothing to say the crossing would improve safety. In response to this, Gay Horsfield commented that, if this was the case, more road safety education may need to be provided for children of the school.

6.9 In response to the comments from Ms. Naughton and Mrs Hurst, Councillor Mazher Iqbal asked officers to confirm if the road safety auditor had confirmed that it was safe to install a crossing at this location? Gay Horsfield confirmed that this was the case. Councillor Iqbal then commented that the road safety auditor would have taken everything into consideration and would not put children's safety at risk. Councillor Iqbal also requested that officers investigate reducing the light on the beacons, as requested. Gay Horsfield reported that the beacons will have cowls on them.

6.10 Debbie Naughton then asked, if the scheme were to proceed, could the location of the beacon be moved as had been requested? Simon Botterill confirmed that this would be investigated to see if it was possible. Ms. Naughton then asked what had changed from the previous meeting where it was stated that there was a conflict of interest at this location? Simon Botterill responded that everything highways officers did had potential conflicts and it was the job of officers to strike a balance which was suitable for all. The previous scheme had had complaints about parking issues. Officers had looked at other locations for the crossing but these were not suitable.

6.11 In conclusion, Councillor Iqbal stated that he would approve the recommendations but requested officers look into whether the beacon could be marginally moved. He further requested that details of the Road Safety Audit be sent to Ms. Naughton and Mrs Hurst and that it be recorded that Mrs Hurst's drive will not be altered as part of the scheme.

6.12 **RESOLVED:** That:-

- (a) the zebra crossing on Coisley Hill/Sheffield Road, Woodhouse be implemented, subject to marginal re-location if possible;
- (b) the waiting restrictions around the corners of Ashwell Road are implemented; and
- (c) the objector be informed of the decision taken.

6.13 **Reasons for Decision**

6.13.1 The new survey confirms that the zebra crossing in the proposed location best serves the main pedestrian desire line for the majority of the time.

6.14 **Alternatives Considered and Rejected**

- 6.14.1 Doing nothing has been considered, that is not implementing the proposed zebra crossing. This would mean that conditions for pedestrians crossing Sheffield Road would remain unimproved. Also recruitment and retention of School Crossing Wardens is difficult. If the current warden left and the position was not filled then the main pedestrian desire line would be left unprotected.
- 6.14.2 Relocating the crossing has been considered. This would address the concerns raised that the proposed crossing does not serve pedestrian movements to the shop, working men's club and bus stops. However, no other suitable safe location has been identified. Moving the crossing slightly nearer the shop would mean removing all the parking outside the shop. There is not enough physical room to put it between Wolverley Road and Ashwell Road and would mean that at least one bus stop would need to be moved. Moving the crossing near to the Social Club would mean substantial loss of residential parking and, again, moving at least one bus stop. It would leave the stronger desire line by the school, albeit one only used for relatively short periods of the day, unprotected, perhaps increasing risk to people crossing at this point including the school crossing patrol.