

Highway Cabinet Member Decision Session

Thursday 11 May 2017 at 2.00 pm

**To be held at the Town Hall,
Pinstone Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to register to speak please contact Democratic Services (contact details overleaf)

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Infrastructure and Transport, Councillor Mazher Iqbal, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to speak you can register by contacting Simon Hughes via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**HIGHWAY CABINET MEMBER DECISION SESSION
11 MAY 2017**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 6)
Minutes of the Session held on 13 April 2017.
- 4. Bellhouse Road Zebra** (Pages 7 - 36)
Report of the Executive Director, Place
- 5. Crookesmoor Road / Barber Road / Crookes Valley Road Addition of Pedestrian Phase at Traffic Signals** (Pages 37 - 58)
Report of the Executive Director, Place

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 13 April 2017

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

ALSO IN ATTENDANCE: Chris Galloway (Principal Highways Engineer)

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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 9 March 2017, were approved as a correct record.

4. SHEFFIELD 20MPH SPEED LIMIT STRATEGY: RESPONSES TO A PROPOSAL TO INTRODUCE A 20MPH SPEED LIMIT IN MEADOWHEAD AND GREENHILL

4.1 The Executive Director, Place submitted a report describing the response from residents to the proposed introduction of a 20mph speed limit in Meadowhead and Greenhill, reports the receipt of objections and sets out the Council's response.

4.2 RESOLVED: That:-

- (a) 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 3.8 of the report;
- (b) the Meadowhead and Greenhill 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984 and inform the objectors accordingly;
- (c) a proposal be submitted to affect the necessary works to introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process;
- (d) the intention to introduce a 20mph speed limit on Bocking Lane between Allenby Close and Reney Road be advertised and the receipt of any objections be reported to the Cabinet Member for Infrastructure and

Transport;

- (e) in the event that no objections to the introduction of a 20mph speed limit on the roads described in paragraph 7.4 of the report are received, submit a proposal to effect the necessary works to introduce the proposed 20mph speed limits in accordance with the Capital Gateway Process.

4.3 Reasons for Decision

- 4.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 4.3.2 The introduction of a 20mph speed limit in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections introducing a 20mph speed limit in Meadowhead and Greenhill the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.
- 4.3.3 Consideration has been given to objections to the inclusion of Hemper Lane and part of Bradway Road within the Meadowhead and Greenhill 20mph speed limit area (see paragraphs 3.7 to 3.10). It is recommended that these objections be overruled.

4.4 Alternatives Considered and Rejected

- 4.4.1 Those objections that relate to the principle of introducing sign-only 20mph speed limits into residential areas are effectively objections to the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.
- 4.4.2 Objections to the inclusion of specific roads have been considered as described in paragraphs 3.7 to 3.10 of the report.

5. COISLEY HILL / SHEFFIELD ROAD ZEBRA

- 5.1 With the agreement of the Cabinet Member, this item was withdrawn from consideration at the Session.



Author/Lead Officer of Report: Gay Horsfield,
Transport Planner

Tel: 2735828

Report of: Executive Director Place
Report to: Individual Cabinet Member Decision
Date of Decision: 8 June 2017
Subject: Bellhouse Road zebra

| | | |
|--|------------------------------|-----------------------------|
| Is this a Key Decision? If Yes, reason Key Decision:- | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| - Expenditure and/or savings over £500,000 | <input type="checkbox"/> | |
| - Affects 2 or more Wards | <input type="checkbox"/> | |
| Which Cabinet Member Portfolio does this relate to? Place Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing | | |
| Has an Equality Impact Assessment (EIA) been undertaken? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| If YES, what EIA reference number has it been given? 919 | | |
| Does the report contain confidential or exempt information? | Yes <input type="checkbox"/> | No <input 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:

The report outlines the objections received to proposals for a zebra crossing on Bellhouse Road near Beck Road. The report seeks a decision on how the scheme should be progressed in light of the objections.

Recommendations:

- The zebra is built at the location planned.
- The bus stop is re-located as in the plan having considered the issues that were raised in the objections.
- The objectors are informed of the decision taken.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Appendix A – Scheme drawing

Appendix B – Details of objections and officers' response

Appendix C – Road Safety Audit 1 Final Report

| 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: Julie Currey 20/04/2017 |
| | Legal: Richard Cannon 19/04/2017 |
| | Equalities: Annemarie Johnston 20/04/2017 |
| <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: Edward Highfield |
| 3 | Cabinet Member consulted: Cllr Mazher Iqbal |
| 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: Gay Horsfield |
| | Job Title: Senior Transport Planner |
| Date: 9 June 2017 | |

1. PROPOSAL

- 1.1 A request for a crossing on Bellhouse Road near Beck Road was received late 2015.
- 1.2 When this was investigated by the Road Safety Team to see if the site qualified for a crossing warden it scored over 14 million. This is well above the recommended criteria of 4 million. It was observed that traffic speeds appeared high and also several unaccompanied primary age children crossed alone.
- 1.3 Although a warden has been appointed they only cover two short periods in a day when Beck Primary School is open. Therefore it was felt that a facility here would be beneficial for parents and carers with their children, unaccompanied children, the local nursery as well as the warden. It also provides a safer crossing point at all times of the day.
- 1.4 Before the scheme was designed further surveys were done on Bellhouse Road between 7am – 10am and 2.30pm – 6.30pm. These identified that optimum location for the zebra crossing on Bellhouse Road was between Beck Road and Mason Lathe Road.
- 1.5 Speeds indicate that physical traffic calming measures are required.
- 1.6 There have been no recorded injury accidents in the last 5 years, from 1 January 2012 to 31 December 2016. There was a serious pedestrian accident in March 2010.
- 1.7 The bus stop that was on Bellhouse Road near to Beck Road has been moved to Beck Road. The stop in this location is far enough away from the junction with Bellhouse Road not to cause any safety issues at the junction. Numerous site visits have also shown that the location proposed is rarely used to park vehicles due to the steep verge.
See **Appendix A** – Scheme Drawing

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The pedestrian crossing will improve accessibility and safety for a high number of pedestrians, many of whom are children that walk to and from school. It contributes to the creation of a safer residential environment and making the City a *Great Place to Live*.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The owner of the building that is currently Upsadaisy Nursery at 551 Bellhouse Road was contacted by letter on 25 November 2016 and 6 January 2017. This was to request that vehicle access was removed from one of the nursery drives. The owner did not want to allow this so the zebra crossing was moved slightly. This has necessitated a larger build out on Mason Lather Lane.
- 3.2 Notices detailing the new proposals were erected on-street and posted through local frontages on 27 February 2017. The notices invited people wishing to object to or otherwise comment on the proposals to submit their comments by 17 March 2017.
- 3.3 Two objections have been received, see **Appendix B**. Their concern is the location of the bus stop and not the zebra crossing.

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 as part of the wider Streets Ahead Enhancement project. The work should be positive for everyone by improving safety and access around the local neighbourhood. It should be particularly positive for the elderly, young and mobility impaired.

4.2 Financial and Commercial Implications

4.2.1 £85,000 has been allowed to implement the zebra crossing and traffic calming from the 2017/18 LTP programme. This element of LTP funding is part of the Streets Ahead Enhancement programme (BU93053), which has £400,000 in total approved by the Integrated Transport Authority (ITA). Funding of £120K has already been agreed to be spend from this budget.

4.2.2 The Sheffield City Council Thriving Neighbourhoods and Communities Board and Capital Programme Group have approved a £400,000 total budget for 17/18 but a Final Business Case with details of the works and costs to be carried out will be subject to the Capital Gateway Approval process.

4.2.3 The commuted sum to cover future maintenance is estimated at £10K. It 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. The commuted sum for this scheme and the other approved schemes (~£12k) are ~£22k which is less than the £50k commuted sums approved for Streets Ahead Enhancement programme for 17/18.

4.3 Legal Implications

4.3.1 The Council in exercising its functions under the Road Traffic Regulation Act (including provision of pedestrian crossings and waiting restriction) is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

4.3.2 The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;

- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
 - v) any other matters appearing to the Council to be relevant.
- 4.3.3 The Council received two objections to the proposal in response to the consultation. The Council needs to consider whether these objections outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal.

4.4 Other Implications

- 4.4.1 N/A

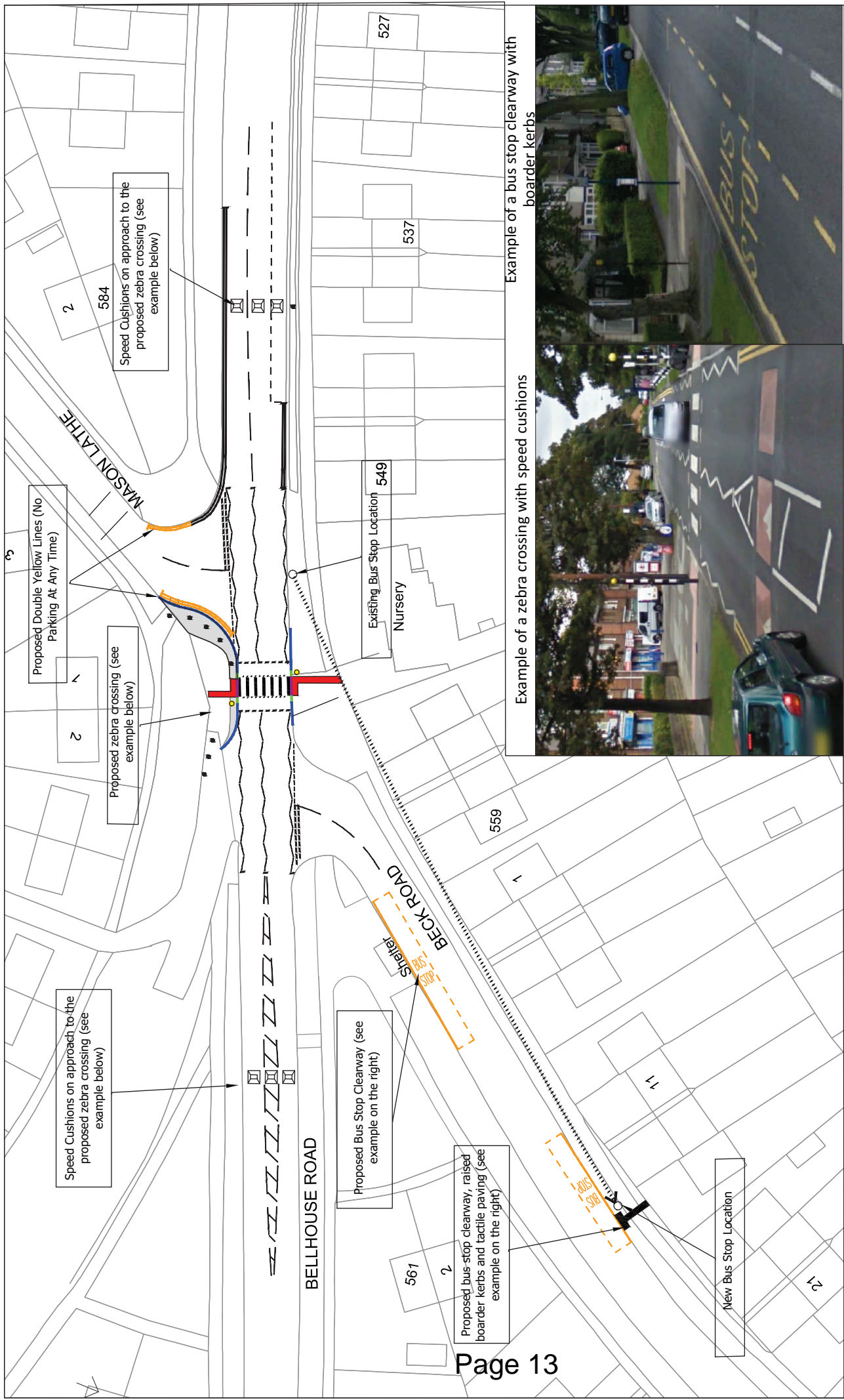
5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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.
- 5.2 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.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The zebra in the proposed location best serves the main pedestrian desire line.
- 6.2 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.

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Example of a zebra crossing with speed cushions

Example of a bus stop clearway with boarder kerbs

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| <p>Client: SHEFFIELD CITY COUNCIL</p> <p>Scheme: 1976 BELLHOUSE ROAD</p> <p>Drawing Title: PROPOSED ZEBRA CROSSING</p> | <p>Drawing No. SD-LT1976-P1</p> <p>DRAWN BY ATM</p> <p>CHECKED GH</p> <p>Scale 1:500@A3</p> <p>Date OCT 2016</p> | <p>STRATEGIC TRANSPORT & INFRASTRUCTURE - DESIGN AND ASSURANCE</p> <p>5th FLOOR, HOWDEN HOUSE 1, UNION STREET, SHEFFIELD, S1 2SH E-mail Scheme.Design@Sheffield.gov.uk Tom Finnegan-Smith - Head of Service</p> <p>Sheffield City Council</p> | <p>This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816, 2016</p> <p>CAD FILE NAME: A3</p> |
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Appendix B Correspondence received and officer's comments

| B.1 Comments from: A resident of Beck Road (word for word) | Officer's Comments |
|--|--|
| <p>I am writing with regards to contest certain aspects of the proposed zebra crossing / bus stop move from bellhouse road to beck road.</p> <p>I am in total agreement and support the traffic calming measures, what I do not support is the bus stop move, I am a fulltime single dad to two children and have lived on shirgreen for 34 of my 38 years, I have lived at no [redacted] beck road with my children for 13 years and at my parents address, [redacted] beck road for 21 years previously,</p> <p>First I will explain why I strongly object to the bus stop outside my driveway on the opposite side of the road,</p> <p>Reason 1</p> <p>A few nights a week there are a lot of cars parked up and down our end of beck road outside our house due to a [redacted] family who get a lot of visitors, when I reverse off my drive I have blind spots either side due to parked cars having a bus parked across my driveway even though on opposite side would result in me been blocked in as this bit of beck road is not as wide as the other end where there are currently two bus stops either side and will make it dangerous for me coming off of my drive onto beck road, there was a serious accident recently on nethershire lane where a grandma was reversing off her drive with her grandson and got hit by a drunken speeding idiot , her grandson had serious injuries resulting in round the clock special care i don't want this possibly happening to my children are anyone else's when coming off their drive, which you will increase the dangers on this bit of road, my daughter is currently having checks at hospital for passing out and fitting , have had her to rush her to hospital a few times, I should have clear access onto my drive and off it at all times in case of emergencies such as these.</p> | <p>Locating the bus stop at the proposed location will not block the vehicle access to No. 2 Beck Road. The bus stop is proposed to be located at the other side of the road and the layout has been tested by using the computer programme (autotrack). This shows that vehicle swept paths when turning in and out of the drive will still be possible, even with a vehicle in the parking bay adjacent to the drive. To reverse out would also be possible; however the Highway Code does indicate that vehicles should reverse on to a drive and pull out forwards and even if the bus stop wasn't being proposed the Council would recommend that residents use their drives in this way.</p> <p>Nb. If the driveway is blocked then this is obstruction and the police can be called to deal with the offending vehicle.</p> |

| B.1 Comments from: A resident of Beck Road (word for word) | Officer's Comments |
|--|---|
| <p>Reason 2, our stretch of beck road is highly dangerous for speeding cars shooting on here at all times of day , it wants some severe speed humps putting on to make safer before someone is killed, I have spoke to my neighbours either side of where the proposed bus stop would be who have drives and them reversing of their drives with bus there is making it highly dangerous for them coming onto beck road from there property's due to speeding cars and blind spots the bus will cause them when picking up passengers</p> <p>Reason 3, I personally do not want the bus stop there as it will give us all near it a lot of grief with constant broken glass, rubbish, trouble causing youths and drunks on weekends, as i have said earlier that part of beck road is narrower than the other end, so the broken glass will be on the road constantly effecting me and my neighbours when coming on and off our drives, I asked the senior engineer Andrew Haywood if he would like a bus stop outside his and his reply was no so I said what gives him the right to cause us residents here who live here daily upset cause that's what it will bring, were the ones who will have to constantly clean it up, and if our tyres are constantly getting damaged you can't always see it in the dark , the council will surely be liable for our new tyres, this is no exaggeration as we see this all the time outside the bus shelter on other side of beck road in front of our house and other bus stops around shiregreen and the city, i am a fulltime single dad struggling to bring up my two children alone , 9years fulltime around 13 and a half years in total that's why I got my property as had them every weekend for 4 years at my current address until i won custody, they do not see their mum through her own choice and have not seen her know for going on 9 years and I lost my beloved mum [REDACTED] to ovarian cancer nearly 4 years ago who was a fantastic community development worker across Sheffield and</p> | <p>An independent road safety audit has considered the proposed new bus stop along with the new crossing and raised no potential safety problems. Following your response we consulted the auditor again and explained your concerns but they remained of the same view, i.e. there were no road safety concerns. Nb. The stop has been proposed in this location so it is far enough away from the junction with Bellhouse Road to not cause any safety issues at the junction. Numerous site visits have also shown that the location proposed is rarely used to park vehicles due to the steep verge.</p> <p>I appreciate you might feel that this may increase your levels of stress and understand that things are not easy for you. However, there won't be a shelter at this new stop. If there is any anti-social behaviour that regularly occurs at the existing bus stop we can pass this information onto the community police officer and ask them if they can give this some attention. I would also say the stop will largely drop off passengers and not pick them up so there won't be a tendency for groups of people to hang around.</p> <p>See response to Point 2 – The design team have assessed the best possible location for the bus stop and due to factors such as safety, access requirements and general parking arrangements we feel this is the best possible location.</p> |

| B.1 Comments from: A resident of Beck Road (word for word) | Officer's Comments |
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| <p>who was very well respected for the amazing work , help and difference she did and made in the Sheffield communities she worked in, some of her councillor friends Joan Barton, David blunkett, Jackie Drayton, and was my only support with the children, my son has special care needs so I have a lot of pressures and stresses to manage constantly in my home life and i can do without this,</p> <p>Reason 4, There is already a problem with parking for some residents at this end of beck road this would take up more room that residents who live here use for parking their cars and don't have the facility of off road parking and the same applies for when friends and family visit residents with their cars</p> <p>Reason 5, Having the bus stops both on this end of beck road will make this section of beck road dangerous for crossing pedestrians when the bus stops as like i say we have it daily with speeding cars on this stretch of beck with drivers who aren't bothered at all who will shoot round the bus when its picking up passengers making this end of beck even more dangerous than it is now as you will be creating added dangers,</p> <p>Reason 6, The bus stop should stay where it is on bellhouse road outside the nursery where it is affecting no residents who live here with regards to above issues, there is a crossing just below on bellhouse road , about 2 mins down which is used daily by parents and children from beck school twice daily with help on this crossing with lollipop man and lady and used often by all pedestrians coming to and from work ect, i know this as walk my children to Eccles field school and collect them every day and we walk our dogs 4 times a day up and down bellhouse road and back and forth on beck road so see this daily, also see the speeding cars up and down bellhouse and back and forth on beck road, here you have a perfectly good crossing ready to go with the dropped kerbs and none slip flags, putting in a new crossing higher up and moving the bus stop is just wasting money on materials when it is not warranted which could be better put into a traffic light crossing on</p> | <p>Although the proposal does remove some on-street parking, site visits have shown that there is spare capacity for parking both on Bellhouse Road and Beck Road (also see response to point 2).</p> <p>The relocated stop will be used predominately for dropping off bus passengers – these are relatively low in numbers for much of the day and therefore the bus will only be stationary for short periods of time.</p> <p>Two surveys were undertaken during the working week to understand where people cross Bellhouse Road, one in the morning from 7am – 10am and one between 2.30pm – 6.30pm. These showed that although a large number do cross at the informal crossing further down with the school crossing patrol (at school opening and closing times), at other times of the day the top side of the junction with Beck Road is the most popular location.</p> <p>The advantages of having the crossing at the top side of Beck Road compared to your suggested location is that,</p> <ul style="list-style-type: none"> • visibility for both pedestrians and drivers is very good, |

| B.1 Comments from: A resident of Beck Road (word for word) | Officer's Comments |
|--|--|
| <p>this lower existing crossing which would stop traffic and make it a lot safer and more severe speed humps up and down bellhouse road right to the bottom two lots of speed humps is not enough, beck road most definitely requires the same, this is not me rubbishing the proposals its me saying they will not fully work and it's not enough to make it safe and stop these dangerous speeding drivers, safety is paramount here before someone is killed, I know from speaking to neighbours on bellhouse road that a girl has been hit by a car on bellhouse road going down from beck road, a cars hit a tree lower down where theres a blind bend which they constantly fly round, and we have personally seen 3 or 4 smashes in the past year at the bottom of bellhouse road , i see it day in day out with my children and so do other residents, the zebra crossing will not always stop the speeding drivers as i have witnessed it myself and so have neighbours i have spoken to on the nethershire shops zebra crossing higher up bellhouse road where cars have not stopped, the proposed speed humps are a waste of time as these type of speed humps the majority of drivers drive straight over them not slowing down seen it done all the time and been in taxis going on lane top Southey green road, Hartley brook road , sicey avenue ect, it wants some severe ones some of them are good on higher bit off sicey avenue and nethershire lane where the humps meet the road but not all , my neighbour across the road made a good point about the thinner severe ones they have in supermarkets and at meadowhall that would go all the way across the road, these would not be as wide so would cost less and would work as they would cause damage to there cars if they did not slow down, beck road is just as dangerous and its a blessing no ones been hit and seriously hurt and killed, my parents house is across from beck school and have experienced this directly when a car came tearing over the brow of the hill and nearly went straight into us, i feel really strongly about this , have talked to residents on beck road and bellhouse road and they feel the same, i have been and seen the head teacher at beck school where my children used to go and he</p> | <ul style="list-style-type: none"> • the absence of trees makes the lighting levels better, and • the gradient to the crossing is relatively flat in comparison so would be easier and less problematic for the elderly / those with disabilities. • it allows us to narrow down the exit / entry to Mason Lathe Road which is currently very wide and so have a positive impact on road safety. <p>Our independent road safety team have undertaken a road safety audit of the proposals and no road safety concerns were raised in regards to the proposed location. It is intended that the existing school crossing patrol will move to the new zebra location whilst the existing informal crossing further down will remain with the proposed speed cushions located just before it. We have talked to the school crossing patrol team and they have no problems with the proposed change of crossing location.</p> |

| B.1 Comments from: A resident of Beck Road (word for word) | Officer's Comments |
|---|---|
| <p>is in agreement with regards to safety measures been put in place on beck road , i have asked him to e mail you, and he is putting a copy of the letter and plan you sent me in the school reception for parents, i am currently contacting my mum's councillor friends to ask them to support me in this, and still speaking to residents and neighbours on bellhouse and beck road , ones i have spoken to aren't happy and want it making as safe as possible, some have said they will contact you directly , others have asked me to get a petition done and they will sign it, not everyone has internet access.</p> <p>Reason 7, Why have not all the residents on bellhouse road from beck down to the bottom not had letters and been asked as this is where the accidents have been, why have not all residents of the end section of beck road been asked there opinions, and why have the local school beck and parents not been asked of their opinions to what will make it SAFER and better , we are the ones who live here and have to deal with this, these two roads ,are highly dangerous for all surrounding residents and passing pedestrians due to excessive speeding at all times of day and night</p> <p>Reason 8, I have worked hard on my property and spent a lot of money on the outside gardens , drive and inside and so have neighbours, i am a bricklayer by trade and worked in the building industry for 15 years and know that having a bus stop outside your home can affect the value of the property and put off a lot of prospective buyers</p> <p>This letter is ultimately about making this safer for residents and passing pedestrians and not giving existing residents problems and making things even more dangerous for us with regards to change of bus stop</p> <p>Thank you for your time and would appreciate a response</p> | <p>The consultation letter and plan was delivered to 60 properties both on Bellhouse Road and Beck Road. On street notices were erected, providing further information for anyone passing through the area or catching the bus, and there was also an advert placed in the Sheffield Star newspaper. The emergency services have been consulted as well as local Councillors. The Council consider the extents of the consultation to be adequate and proportionate to the scheme proposed.</p> <p>The relocated stop will be used predominately for dropping off bus passengers – these are relatively low in numbers and therefore the bus will only be stationary for short periods of time throughout the day. This is unlikely to have any effect on the value of your property.</p> |

B.2 Comments from: A resident of Beck Road (word for word)

Hi I live at number [REDACTED] Beck road, have been looking at your plans to move the bus stop and put in a zebra crossing, this I think you are doing wrong as most parents cross further down but not as far as the lollipop man, also the bus is a bad idea as it's going to cause blind spots for them with drives and number [REDACTED] is planning to have one put in, this road is bad as it is with accidents it also gets very busy with cars parked, have you spoke to parents and use that live on the street , I have and nearly everyone is saying it's in the wrong place , I would do a proper meeting were people can tell you what they think is the best. Thank you, hope to hear from you soon.

Officer's Comments**Bellhouse Road – Proposed Zebra Crossing**

Thank you for your comments regarding the proposals for the new zebra crossing on Bellhouse Road and new bus stop location on Beck Road. I will explain the reasoning behind the scheme and also comment on your suggestion for an alternative crossing position as well as the safety/access issues you raise over the proposed new bus stop location.

Proposed Zebra Crossing Location

Two surveys were undertaken during the working week to understand where people cross Bellhouse Road, one in the morning from 7am – 10am and one between 2.30pm – 6.30pm. These showed that although a large number do cross at the informal crossing further down with the school crossing patrol (at school opening and closing times), at other times of the day the top side of the junction with Beck Road was the most popular location.

The advantages of having the crossing at the top side of Beck Road compared to your suggested location is that,

- visibility for both pedestrians and drivers is very good,
- the absence of trees makes the lighting levels better, and
- the gradient to the crossing is relatively flat in comparison so would be easier and less problematic for the elderly / those with disabilities.
- it allows us to narrow down the exit / entry to Mason Lathe Road which is currently very wide and so have a positive impact on road safety.

Our independent road safety team have undertaken a road safety audit of the proposals and no road safety concerns were raised in regards to the proposed location.

It is intended that the existing school crossing patrol will move to the new zebra location whilst the existing informal crossing further down will remain with the proposed speed cushions located just before it.

B.2 Comments from: A resident of Beck Road (word for word)**Officer's Comments****Proposed Bus Stop Location**

The independent road safety audit also considered the proposed new bus stop with the new crossing and raised no potential safety problems. Following your response we consulted the auditor again and explained your concerns but they remained of the same view ,i.e. there were no road safety concerns.

Nb. The stop has been proposed in this location so it is far enough away from the junction with Bellhouse Road to not cause any safety issues at the junction. Numerous site visits have also shown that the location proposed is rarely used to park vehicles due to the steep verge. If other nearby residents want to apply for a drive and dropped vehicle crossing they are still entitled to do so and approval may still be granted even if it is within the extents of the new stop.

In conclusion we are happy that we have considered all possible locations for the zebra crossing both uphill and downhill from Beck Road as well as the impact of the new bus stop and so do not propose to change our proposals. However your comments and our response with our recommendations will be reported to the Cabinet Member for Infrastructure and Transport in due course, see Next steps below.

Next steps:

The comments received during the consultation together with our recommendations will be reported to the Councils Cabinet Member for Infrastructure and Transport at a future meeting of the Highways Cabinet Member Decision Session (HCMD) which is likely to be in June / July. As soon as the date has been fixed I will notify you of when the meeting is to take place and what the arrangements are for you to attend should you wish to do so.

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BELLHOUSE ROAD, SHIREGREEN PROPOSED ZEBRA CROSSING

ROAD SAFETY AUDIT STAGE 1 [PRELIMINARY DESIGN]

REPORT

**DEVELOPMENT SERVICES
TRANSPORT, TRAFFIC & PARKING SERVICES – ROAD SAFETY**
Safety Audit Ref: TE/16-591/LT1976/ST1
Date: 19th January 2017

Nalin Seneviratne
Acting Director Development Services
Howden House
1 Union Street
Sheffield
S1 2SH



The officer dealing with this Safety Audit is Ashley Carnall, telephone 2736161 or e-mail: ashley.carnall@sheffield.gov.uk

BELLHOUSE ROAD, SHIREGREEN PROPOSED ZEBRA CROSSING

STAGE 1 ROAD SAFETY AUDIT REPORT [PRELIMINARY DESIGN]

1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the preliminary design of a proposed zebra crossing for Bellhouse Road, between its junctions with Beck Road and Mason Lathe Road, Shiregreen. The RSA was carried out at the request of Andrew Marwood of TTAPS Scheme Design & Assurance, and was received via email dated 20 December 2016. This is the first formal RSA of the proposals.
- 1.2 The Audit Team Membership for this RSA was:
- | | |
|----------------|--|
| Ashley Carnall | (Team Leader for this RSA) Road Safety Audit Coordinator, TTAPS – Road Safety, Development Services, Sheffield City Council |
| Dean Barker | (Team Member for this RSA) Consultant Road Safety Auditor, TTAPS – Road Safety, Development Services, Sheffield City Council |
- 1.3 The involvement of a police representative was not considered necessary at this stage.
- 1.4 The RSA was undertaken in accordance with the Sheffield City Council Road Safety Audit Standard 2005 and comprised an examination of the drawings detailed at Appendix A, and visits to the site. The site visit took place on the morning of Wednesday 04 January 2017. At the time of the visit the road surface was dry and the weather was fine. Traffic flows were moderate, and NMU movements were infrequent. No bus movements were observed.
- 1.5 The Auditors have examined and reported on the road safety implications for the scheme as presented and have not examined or verified the compliance of the designs to any other criteria.
- 1.6 All comments and recommendations are referenced to Problem Location plan numbered TE/16/LT1976/ST1/01 included at Appendix B.
- 1.7 This Stage 1 RSA was completed on 19th January 2017.

2.0 Scheme Description

2.1 The scheme proposes to provide a new zebra crossing on Bellhouse Road between the Mason Lathe Road and Beck Road junctions to capture the main pedestrian desire lines across Bellhouse Road. Elements include;

- New waiting restrictions;
- Speed cushions on the approaches to the crossing;
- Carriageway narrowing to address approach speeds;
- Removal of one vehicular access to the nursery;
- A new location for the northbound bus stop.

2.2 Full details of the proposals are given in Appendix A.

3.0 Notes for the Design Team - Unresolved Issues

3.1 In accordance with the Arbitration Procedure [outlined in the Sheffield City Council Road Safety Audit Standard 2005], after the Design Team has given due consideration to the problems raised by the Audit Team [and meetings have taken place between the Design Team and the Audit Team] any changes made to the design shall be submitted to the Audit Team for that part of the scheme to be re-audited.

3.2 Items in the Audit report that are not acted upon, either because they are felt to be outside the terms of reference of the project or deemed not appropriate by the Design Team should be included in an Exception Report. The Exception Report should be prepared by the Design Team, on behalf of the Project Sponsor, giving the reasons for rejection together with any alternative solutions and sent to the Arbiter with a copy to the Audit Team.

3.3 The Arbiter is to be the Head of Transport, Traffic and Parking Services or his nominees.

4.0 Supporting Information – Historical Collision Data

4.1 The Audit Team carried out an analysis of reported personal injury collision data in the immediate vicinity of the site. This is supplied by South Yorkshire Safer Roads Partnership and accessed via the ACCSMAP system.

4.2 In the 5 year period between 1st July 2011 and 30th June 2016 (provisional data) there have been 3 reported personal injury collisions within the limits of the proposed layout changes, resulting in 4 casualties. All of the casualty injuries were classified as “Slight”. Details of the collisions are summarised below:

Collision Frequency

| | Year (01.07.11 to 30.06.16) | | | | | | Total |
|-----------------------------|-----------------------------|------|------|------|------|------|-------|
| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | |
| Number of Collisions | 1 | 1 | 1 | 0 | 0 | 0 | 3 |

The types of collision and the causation factors are shown in the table below.

| Contributory factor / Incident | Total number of collisions |
|---|----------------------------|
| Casualty Type | |
| Car or other 4 wheeled vehicle | 4 |
| Collision Type | |
| Shunt on Mason Lathe Road | 1 |
| Junction collision (Bellhouse Road/Beck Road) | 1 |
| Sideswipe on Bellhouse Road | 1 |
| Time of day | |
| Daylight | 2 |
| Dark | 1 |
| Road Surface | |
| Wet/damp | 0 |
| Dry | 3 |
| Causation Factors | |
| 405: Failed to look properly | 1 |
| 406: Failed to judge other person's path or speed | 1 |
| 602: Careless, reckless or in a hurry | 2 |
| 603: Nervous, uncertain or panic | 1 |
| 605: Learner or inexperienced driver/rider | 1 |
| 706: Dazzling sun | 1 |

4.3 The collisions are described as follows:

- K-02490-11 Mason Lathe Road at junction with Bellhouse Road (17/10/2011 at 07:40hrs - Slight
Car 1 approaching main road brakes, following car 2 collides with rear (shunt). Causation Factor: 602
- K-01817-12 Bellhouse Road at junction with Beck Road (23/07/2012 at 08:25hrs) - Slight
Car 1 turns right to main road across path of northbound car 2 and collision occurs. Causation Factors: 405, 406, 602, 603, 605, 706.
- K-02559-13 Bellhouse Road north of Beck Road junction (07/12/2013 at 17.00hrs) – Slight
Vehicle 1 travelling northbound when vehicle 2 pulls out from parking position and collides with vehicle 1. Causation Factors not given.

5.0 Problems Raised in this Stage 1 Road Safety Audit

Problems relate to preliminary design GA drawing SD-LT1976-P1

5.1 PROBLEM

Location: Reference 5.1 on Plan TE/16/LT1976/ST1/01 at Appendix B – Bellhouse Road northbound approach to new crossing; right turn to Mason Lathe Road

Summary: Offset centreline may result in increased risk of pedestrian collisions on crossing, as detailed below

The proposed road marking arrangement includes a 1004 / zigzag centreline along Bellhouse Road, along the approaches to and through the proposed crossing. To the south of the Mason Lathe Road junction, there is a formal on-street parking section on the western side of Bellhouse Road. Along the extents of this parking bay, the centre marking of Bellhouse Road is proposed to be offset to the east of the true centreline of the road, in order to leave equal running lane widths along the parking bay, northbound and southbound.

This offset centreline arrangement has been continued beyond the parking bay northwards, to and through the proposed crossing. The degree of offset past the Mason Lathe Road junction mouth is significant, resulting in a northbound lane width of over 4m.

Northbound drivers approaching the right turn to Mason Lathe Road would be likely to drive to this centre marking, positioning themselves as far to the offside of the running lane as is possible. There would be a likelihood that other northbound through drivers would attempt to pass to the nearside of these right turning vehicles, particularly powered two wheeled vehicles.

In the event that a pedestrian was crossing from east to west, the decelerating / waiting / turning vehicle would block inter-visibility between the crossing pedestrian and the driver of the through vehicle. This would result in an increased likelihood of pedestrian collisions.

RECOMMENDATIONS

Relocate the central zigzag markings along the true centreline of Bellhouse Road on the two crossing approaches, and tie the 1004 marking back across into the offset centreline between the limit of the zigzag, and the northern limit of the parking bay.

Design Team Response [1]

The centre line and zig zags were moved following a recommendation from the cycle audit to assist uphill cyclists – it is therefore recommended that the auditors decide which is the preferred lining and the design team will amend accordingly.

ROAD SAFETY AUDIT TEAM RESPONSE (1)

The Audit Team stands by its original comments.

A wide carriageway on the northern approach will also encourage faster approach speeds in this direction.

Furthermore, according to the drawing the narrower approach is on the uphill southbound direction. If the centreline were to be offset the usual practice would be to have a wider running lane in the uphill direction to provide more room for motor traffic to overtake a cyclist without squeezing them. The proposals are therefore likely to make the situation worse for cyclists travelling in this direction by making squeezing more likely. The risk of head-on collisions would also be increased in the event of overtaking manoeuvres taking place as northbound drivers are likely to be travelling in a position closer to the eastern edge of the carriageway as well as travelling faster than they do currently, whilst also being masked by the brow of the hill. If the Design Team wishes to implement the recommendations of the Cycle Audit then an Exception Report will be required.

Design Team Response [2]

The design will be amended to suit the comments made by the audit team – the revision will be shown at RSA2 for further comment if necessary.

ROAD SAFETY AUDIT TEAM RESPONSE (2)

Accepted.

5.2 PROBLEM

Location: Not referenced on plan at Appendix B – Bellhouse Road approaches to new crossing

Summary: Propensity for high crossing approach speeds along Bellhouse Road due to alignment and cross section results in increased likelihood of pedestrian injuries

The carriageway of Bellhouse Road is over 9m wide in places, and its horizontal alignment is generally straight throughout its length (including along both approaches to the proposed crossing). This geometry, and the fact that the road forms a significant local link between the A6135 and Ecclesfield Road, gives the impression that Bellhouse Road is a relatively major road in comparison to the surrounding estate roads which it serves access to. Although a 30mph speed limit is in force, it is highly likely that higher speeds are reached during quieter traffic periods.

Furthermore, despite the horizontal visibility envelopes being adequate, in the northbound direction (i.e. uphill) the vertical alignment limits forward visibility to carriageway level along the approach. In this direction, even though the beacons and upper portions of their poles would be visible, the crossing itself would not be. Smaller child pedestrians would also be unlikely to be clearly visible when waiting to cross. The fact that Bellhouse Lane is wide means that

the beacons and waiting pedestrians will be offset towards the outer limits of approaching drivers' forward vista.

The RSA Team are concerned that these factors could result in reduced driver reaction times to movements at the crossing (particularly northbound), with a resulting increased likelihood of pedestrian collisions on the crossing.

RECOMMENDATIONS

Provide surfacing with a PSV of 68+ on both approaches to the crossing, and provide zebra crossing warning signs (TSRGD diag. 544 with distance plates) in appropriate locations.

DESIGN TEAM RESPONSE [1]

In agreement with the audit team the PSV value will be increased and also warning signs will be added – this detail will be available at RSA stage 2 for comment.

ROAD SAFETY AUDIT TEAM RESPONSE (1)

Accepted.

5.3 PROBLEM

Location: Reference 5.3 on Plan TE/16/LT1976/ST1/01 at Appendix B – Beck Road over limits of carriageway bus-box markings

Summary: Lack of hazard warning line fails to inform drivers of potential hazard of buses manoeuvring, increasing collision risk

Along to the extents of the proposed opposing bus-box markings on Beck Road, a TSRGD diag. 1005 lane line is currently provided along the centre of the road. In such locations TSM recommends the provision of a diag. 1004 hazard warning line, to alert drivers to the possibility of buses manoeuvring into and out of the stops and vehicles overtaking stationary buses.

Failure to provide such a marking reduces awareness of the potential hazards ahead, adversely affecting safety and increasing collision risk.

RECOMMENDATIONS

Provide a TSRGD diag. 1004 hazard warning line along the extents of the bus-box markings extending northwest of them, over extents which accord with TSM Chapter 5 guidance.

DESIGN TEAM RESPONSE [1]

In agreement with the audit team the lining recommended will be added to the design and available at RSA 2 for further comment.

ROAD SAFETY AUDIT TEAM RESPONSE (1)

Accepted.

End of Problems Raised and Recommendations Offered in this Stage 1 Road Safety Audit

6.0 Additional Comments

There were some issues identified during this safety audit that are not directly connected to the scheme in so far as the RSA Stage 1 is concerned, but which the Audit Team wishes to draw to the attention of the Design Team and/or Audit Project sponsor. These issues are listed separately as follows:

6.1 COMMENT

Location: Reference 6.1 on Plan TE/16/LT1976/ST1/01 at Appendix B – Beck Road northwest bound bus-stop

Summary: Significant level difference across verge

It is proposed to relocate the Bellhouse Road northbound bus-stop into Beck Lane, to the above position. The drawing provided shows a strip of guidance paving running straight across the verge and footway, up to the new stop.

During the site visit it was noted there is a significant level difference across the verge in this location, as it falls towards the carriageway from the front of the footway. See photo;



It will not be possible to construct the paved strip as indicated due to the severe gradient. In order to provide passenger access between the footway and bus-stop, significant civils works will be required. There will be a need for the provision of ramps and steps, as a minimum.

There is also ongoing restoration work at the adjacent property. In the location indicated by the arrow in the above photograph, there is a gap in the fence at the front of the property. The property owner may be intending to use this area for driveway access to the property.

The Team will need to consider these issues during detailed design, to ensure that the chosen location is viable. An alternative proposal may be required.

DESIGN TEAM RESPONSE [1]

The design team have measured the level difference on the topographical survey and confirm that there is approximately 30cm – 40cm difference from back of footway to the front of the verge. Given the width of the footway/verge is 3.4 metres by raising the front with a bus border kerb to 200mm the fall will be approximately 7-8% or 1 in 20. Further details will be provided at RSA stage 2. If the property owner did decide to apply for an access this could be to one side of the bus stop. The drive would be blocked if a bus were to be stationary at the stop.

ROAD SAFETY AUDIT TEAM RESPONSE (1)

This satisfies the concerns of the Audit Team, subject to a review once further details are available at RSA 2.

DESIGN TEAM RESPONSE [2]

During the consultation on this scheme an objection was received from No. 2 Beck Road (16th March 2017). The reply to the resident in response to the points raised are available for the audit team to comment. The design team would welcome further comments in relation to the points raised by the resident before the response is finalised.

ROAD SAFETY AUDIT TEAM RESPONSE (2)

The objector has not raised any new road safety issues that were not considered fully by the Audit Team when visiting the site and subsequently producing this report (i.e. the location of the zebra crossing on Bellhouse Road and the position of the bus stop/speed of traffic on Beck Road). As such, the Audit Team has no comments to add to those already raised in this report.

End of Additional Comments Offered in this Stage 1 Road Safety Audit

7.0 Audit Team Statement

I certify that this RSA has been carried out in accordance with the Sheffield City Council Road Safety Audit Standard 2005.

AUDIT TEAM LEADER

Ashley Carnall
Road Safety Audit Coordinator
TTAPS – Road Safety
Development Services
5th Floor Howden House
1 Union Street
Sheffield City Council
S1 2SH

Signed: *A Carnall*

Dated: 19th January 2017

AUDIT TEAM MEMBER

Dean Barker
Consultant Road Safety Auditor
TTAPS – Road Safety
Development Services
5th Floor Howden House
1 Union Street
Sheffield City Council
S1 2SH

APPENDIX A

Road Safety Audit Brief (list of drawings and documents considered)

Document Reference: Stage 1 RSA brief received by email dated 20 December 2016 from Andrew Marwood, included on following pages.

List of Information considered in this Stage 1 RSA;

Drawings: -

- SD-LT1976-P1 General Arrangement

Other Documents: -

- Personal Injury Collision data (5 calendar years to 31 December 2015)

BELLHOUSE ROAD – ZEBRA CROSSING
ROAD SAFETY AUDIT STAGE 1
AUDIT BRIEF

Drawing: SD-LT1976-P1

Feasibility / Preliminary Design:

The developed design can be seen in the plan provided

The scheme provides:

- A new zebra crossing between Mason Lathe Road and Beck Road to capture the main pedestrian desire line;
- Associated Waiting Restrictions;
- Speed Cushions on approach to the proposed crossing;
- Carriageway narrowing to address approach speeds;
- Removal of one vehicular access to the nursery;
- A new location for the downhill bus stop.

Timescales: It is hoped to construct the scheme in 2017/18. Please undertake the audit by 20th January 2017.

Departures from Standard: None

Accident data: The proposals have not been specifically developed to resolve an identified accident problem.

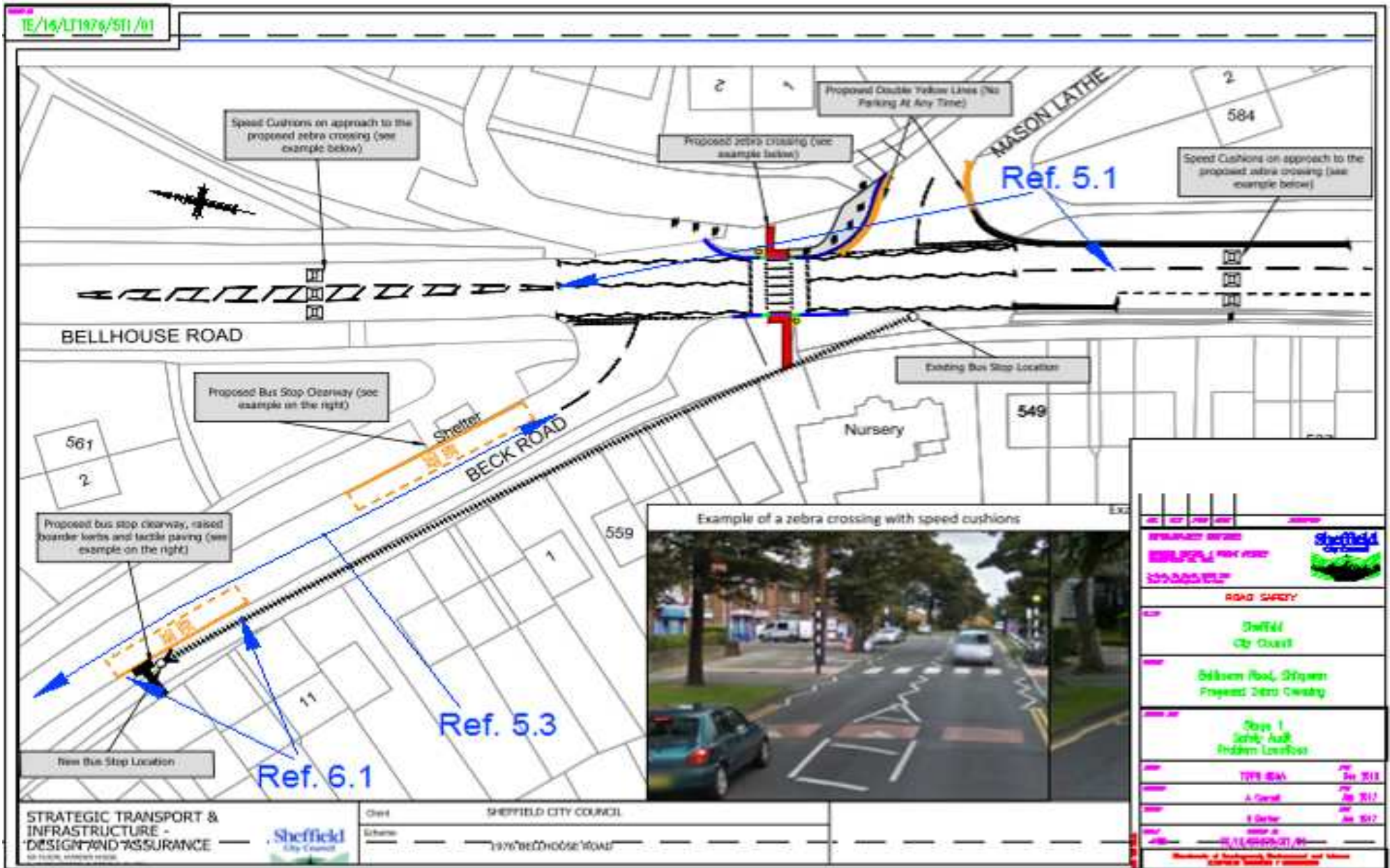
Previous RSA Reports: None

Andrew Marwood
Engineer Design & Assurance
20 December 2016

APPENDIX B
Problem Location Drawings

List of Drawings:

TE/16/LT1976/ST1/01



Agenda Item 5



Author/Lead Officer of Report: Gay Horsfield,
Transport Planner

Tel: 2735828

Report of: Executive Director Place
Report to: Individual Cabinet Member Decision
Date of Decision: 8 June 2017
Subject: Crookesmoor Road / Barber Road / Crookes valley
Road addition of pedestrian phase at traffic signals

| | | |
|---|------------------------------|-----------------------------|
| Is this a Key Decision? If Yes, reason Key Decision:- | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| - Expenditure and/or savings over £500,000 | <input type="checkbox"/> | |
| - Affects 2 or more Wards | <input type="checkbox"/> | |
| Which Cabinet Member Portfolio does this relate to? Place Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing | | |
| Has an Equality Impact Assessment (EIA) been undertaken? | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| If YES, what EIA reference number has it been given? 919 | | |
| Does the report contain confidential or exempt information? | Yes <input type="checkbox"/> | No <input 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:

The report outlines 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. There will be an Advance Stop Line (ASL) and lead in cycle lane on Crookes Valley Road. The report seeks agreement to construct the scheme.

Recommendations:

- The pedestrian all stop crossing phase is added at the junction.
- The ASL and lead in lane is also included in the scheme.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Appendix A – Details of comments and officers' response

Appendix B – Road Safety Audit 1-2 Final Report

| 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: Julie Currey |
| | Legal: Richard Cannon |
| | Equalities: Annemarie Johnston |
| <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: Edward Highfield |
| 3 | Cabinet Member consulted: Cllr Mazher Iqbal |
| 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: Gay Horsfield |
| | Job Title: Senior Transport Planner |
| Date: 9 June 2017 | |

1. PROPOSAL

- 1.1 The request for an all stop phase pedestrian at the junction of Crookesmoor Road / Barber Road / Crookes Valley Road has been on the request list since September 1997. There have been numerous ongoing requests from the public and councillors for the improvement.
- 1.2 There is an exceptionally large pedestrian movement at this junction. A survey done in March 2010 had a total of over 4000 pedestrians crossing Crookesmoor Road here in one day.
- 1.3 A modelling exercise was completed in December 2015. This showed that the pedestrian phase can be included without causing unacceptable traffic delays. Additional software will be included in the works to aid the effective movement of vehicles through the junction.
- 1.4 There have also been requests for a cycle lane and advanced stop line (ASL), particularly on the Crookes Valley Road approach. These have been included to help cyclists maintain their momentum up the hill.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The pedestrian crossing phase will improve accessibility and safety for a very high number of pedestrians, many of whom are students walking to and from the University. It contributes to the creation of a safer residential environment and making the City a *Great Place to Live*.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Notices detailing the new proposals were posted through local frontages on 7 April 2017. The notices invited people to comment on the proposals and to submit their comments by 28 April 2017.
- 3.2 There have been eight letters of support from members of the public. Two of these letters raised concerns about the cycle lane and ASL. See Appendix A Details of comments and officers' response

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 as part of the wider Streets Ahead Enhancement project. The work should be positive for everyone by improving safety and access around the local neighbourhood. It should be particularly positive for the elderly, young and mobility impaired.

4.2 Financial and Commercial Implications

- 4.2.1 £111,000 was agreed in the Final Business Case for the pedestrian signals from the 2017/18 LTP programme. This cost has risen to £117,500 with 2017/18 price increases and changes resulting from the Road Safety Audit 1/2. This element of LTP funding is part of the Streets

Ahead Enhancement programme (BU93053), which has £400,000 in total approved by the Integrated Transport Authority (ITA). Therefore the total funding of £126,500 will be required to be spend from this budget. (£9k for Sharrow Lane pedestrian build out.)

4.2.2 The Sheffield City Council Thriving Neighbourhoods and Communities Board and Capital Programme Group have approved a £400,000 total budget for 17/18 but a Final Business Case with details of the works and costs to be carried out will be subject to the Capital Gateway Approval process.

4.2.3 The commuted sum to cover future maintenance is estimated at £20K. It 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. The commuted sum for this scheme and the other approved schemes are ~£20,500k which is less than the £50k commuted sums approved for Streets Ahead Enhancement programme for 17/18. (£500 for Sharrow Lane pedestrian build.)

4.3 Legal Implications

4.3.1 The Council in exercising its functions under the Road Traffic Regulation Act (including provision of pedestrian crossings and waiting restriction) is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

4.3.2 The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

4.3.3 The Council received two comments to cycle lane and advanced stop line proposal in response to the consultation. The Council needs to consider whether these objections outweigh the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal.

4.4 Other Implications

4.4.1 N/A

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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. REASONS FOR RECOMMENDATIONS

- 6.1 The pedestrian crossing phase will enable all pedestrians to cross more safely at this junction and is a long awaited addition.
- 6.2 The ASL and cycle lead in lane will help cyclists maintain their momentum up Crookes Valley Road without stopping and starting.

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Appendix A Correspondence received and officer's comments

| A.1 Comments | Officer's Comments |
|--|---|
| <p>I understand there are proposals to make this junction safer for pedestrians, with traffic light gap to allow safe walking, which I absolutely applaud and agree with.</p> <p>I am less convinced however, of the proposals as regards the movement of cyclists. The approach to the lights from Crookes Valley Road is on an incline which regularly leads to a very slow start up when the lights change by both cyclists and buses. This consequently frequently leads to a long backlog of vehicles which make by slow progress towards the junction, spewing fumes as they wait.</p> <p>The road is narrow here, and the corner leading up to it is an additional hazard. I feel therefore that the proposed cycle lane and advance stop for cyclists, far from helping, will make the junction worse. I use this junction daily, both as a pedestrian and driver, and feel strongly this is a detrimental suggestion.</p> | <p>Thank you for your email in support of the pedestrian crossing phase at the traffic lights.</p> <p>The scheme has been through a Road Safety Audit. The auditors comments are below which I hope will reassure you that the cycle lane will bring some benefit to cyclists.</p> <p>"However, the section [of cycle lane] around the bend just to the north-west of Harcourt Road continues to raise significant concern due to the narrow available width available for uphill motor traffic (only 2.4 metres) and the poor forward visibility before the bend. Due to the narrow width traffic, especially larger vehicles, would be likely to transgress either the cycle lane or the centreline, resulting in a risk of collisions with cyclists in the first case and a risk of head-on collisions in the second (especially when the lack of intervisibility around the bend is taken into account). The risks will be highest during times of heavy traffic when both motor vehicle lanes are being well used – which is exactly when the number of cyclists is also likely to be greatest.</p> <p>The risks to cyclists on this section will be higher as the presence of the cycle lane will force cyclists to cycle closer to the kerb and thereby actively encourage overtaking manoeuvres by motorised traffic. It is considered that it would be safer for cyclists to remain nearer the centre of the carriageway at this point (it should be noted that there is not a history of any injury collisions involving cyclists here) and for motor traffic to wait behind them. Not only will this prevent cyclists from being “squeezed” by following traffic at the location where the road is at its narrowest but it would also remove the need to follow the kerbline around what is a sharp bend.</p> <p>By taking the bend at a wider radius cyclists will find it much easier to better maintain speed before tackling the steep hill leading up to the traffic lights. Also, as cyclists will move over and enter the cycle lane straight after the bend,</p> |

| A.1 Comments | Officer's Comments |
|--|---|
| <p>I am responding on behalf of CycleSheffield to 1796-Consultation-1.</p> <p>The traffic volumes at this junction are too high for painted cycle lanes and advanced stop lines to be effective in achieving the council's targets of 10% of journeys by bike by 2025 (and 25% by 2050). This route and junction requires a segregated cycle route with protection from motor traffic in order to achieve the council's targeted modal share.</p> <p>We welcome the creation of a signalised pedestrian crossing here.</p> | <p>allowing any following traffic to easily overtake where the road is wider and forward visibility much improved, drivers are very likely to willingly wait behind a cyclist for a few seconds rather than attempt dangerous overtaking manoeuvres involving blindly moving over into the opposing carriageway.</p> <p>The Audit Team therefore considers that the cycle lane should commence just beyond the bend rather than just before it. Provided that the 1.5 metre width can be achieved this will maintain the benefits for cyclists whilst removing the dangers to them at the bend identified above."</p> <p>The cycle lane will be 1.5m throughout and will hopefully mean that cyclists will be able to use the cycle lane and reach the Advanced Stop Line without stopping once they are round the bend from Harcourt Road.</p> <p>Thank you for your email in support of the pedestrian crossing phase at the traffic lights.</p> <p>The advanced stop line (ASL) has been added in response to several requests for one at this junction. As you correctly state this measure alone will not achieve the council's cycle targets. There is not enough space to provide a segregated cycle route unless sections of this road were made one way. This would involve modelling of a significant area and then implementation which is far beyond the remit of the pedestrian enhancements budget.</p> <p>The cycle lane will hopefully mean that cyclists will be able to reach the ASL without stopping once they are round the bend from Harcourt Road.</p> |

CROOKESMOOR RD / BARBER RD CONTROLLED NMU FACILITIES

ROAD SAFETY AUDIT STAGE 1-2 [COMBINED PRELIMINARY & DETAILED DESIGN]

REPORT

**DEVELOPMENT SERVICES
TRANSPORT, TRAFFIC & PARKING SERVICES – ROAD SAFETY**
Safety Audit Ref: TE/16-563/1796-LTP/ST1-2
Date: 13th February 2017

Nalin Seneviratne
Acting Director of Development Services
Howden House
1 Union Street
Sheffield
S1 2SH



The officer dealing with this Safety Audit is Ashley Carnall, telephone 2736161 or e-mail: ashley.carnall@sheffield.gov.uk

CROOKESMOOR ROAD / BARBER ROAD CONTROLLED NMU CROSSING FACILITIES

ROAD SAFETY AUDIT STAGE 1-2 [COMBINED PRELIMINARY & DETAILED DESIGN] REPORT

1.0 Introduction

1.1 This report results from a Stage 1-2 Road Safety Audit (RSA) carried out on the detailed design of proposed controlled NMU crossing facilities associated with the refurbishment of traffic signals apparatus at the Crookesmoor Road / Crookes Valley Road / Barber road crossroads, in Crookesmoor, Sheffield. The RSA was carried out at the request of Gay Horsfield of TTAPS – Transport Planning, and was received via email on 10 January 2017. This is the first formal RSA of these proposals.

1.2 The Audit Team Membership for this RSA was:

Ashley Carnall (Team Leader for this RSA)
Road Safety Audit Coordinator,
TTAPS – Road Safety,
Development Services,
Sheffield City Council

Dean Barker (Team Member for this RSA)
Consultant Road Safety Auditor,
TTAPS – Road Safety,
Development Services,
Sheffield City Council

1.3 The RSA was undertaken in accordance with the Sheffield City Council Road Safety Audit Standard 2005 and comprised an examination of the drawings detailed at Appendix A, and visits to the site. The site visit took place on the morning of Friday 10 February 2017. At the time of the visit the road surface was damp and the weather was overcast with occasional sleet & snow flurries. Traffic flows were busy, and NMU movements were frequent.

1.4 The Auditors have examined and reported on the road safety implications for the scheme as presented and have not examined or verified the compliance of the designs to any other criteria.

1.5 All comments and recommendations are referenced to Problem Location Plan numbered TE/16/1796-LTP/ST1-2/01 at Appendix B.

1.6 This Stage 1-2 RSA was completed on 13th February 2017.

2.0 Scheme Description

- 2.1 The existing crossroads junction between Crookesmoor Road, Crookes Valley Road and Barber Road in Hillsborough is subject to traffic signal control. However, there are currently no pedestrian stages included at the junction. There is very high footfall through this area, including many students. It is proposed to introduce an all-red pedestrian stage with full NMU apparatus during the upcoming refurbishment of the signals apparatus.
- 2.2 A small footway build-out is proposed on the southern side of the junction, and a new cycle lane and ASL on the northbound Crookes Valley Road approach. Full details of the proposals are included at Appendix A.

3.0 Notes for the Design Team - Unresolved Issues

- 3.1 In accordance with the Arbitration Procedure [outlined in the Sheffield City Council Road Safety Audit Standard 2005], after the Design Team has given due consideration to the problems raised by the Audit Team [and meetings have taken place between the Design Team and the Audit Team] any changes made to the design shall be submitted to the Audit Team for that part of the scheme to be re-audited.
- 3.2 Items in the Audit report that are not acted upon, either because they are felt to be outside the terms of reference of the project or deemed not appropriate by the Design Team should be included in an Exception Report. The Exception Report should be prepared by the Design Team, on behalf of the Project Sponsor, giving the reasons for rejection together with any alternative solutions and sent to the Arbiter with a copy to the Audit Team.
- 3.3 The Arbiter is to be the Head of Transport, Traffic and Parking Services or his nominees.

4.0 Supporting Information – Historical Collision Data

- 4.1 The Audit Team carried out an analysis of reported personal injury collision data in the immediate vicinity of the site. This is supplied by South Yorkshire Safer Roads Partnership and accessed via the ACCSMAP system.
- 4.2 In the 5 year period between 1st January 2011 and 31st December 2015 (provisional data) there were no reported personal injury collisions within the limits of the proposed layout changes.

5.0 Problems Raised in this Stage 1-2 Road Safety Audit

*Problems relate to detailed design drawings Series **208130 014-** as listed at Appendix A*

5.1 PROBLEM

Location: Reference 5.1 on plan TE/16/1796-LTP/ST1-2/01 at Appendix B – Proposed Crookes Valley Road cycle lane feed-in to new ASL

Summary: Narrow widths of cycle lane and adjacent traffic lane combined with alignment likely to result in cyclists being struck by motor vehicles along junction approach

The proposed layout includes a new cycle lane running along Crookes Valley Road from Harcourt Road up to Crookesmoor Road / Barber Road crossroads, feeding into a new cycle ASL holding area at the junction stop-line. Whilst there are no dimensions indicated for the cycle lane, the adjacent traffic lane is as narrow as 2.4m in places. The cycle lane appears to be approximately 1.2m wide at best.

Crookes Valley Road is on a twisting horizontal alignment, comprising an ‘S’ bend along the section between the two junctions. Site observation of traffic movements suggests that motor vehicles would be unlikely to be able to negotiate the proposed layout without either repeatedly encroaching into the cycle lane, or encroaching into the opposing traffic lane. This would be particularly the case for buses, a number of which pass through the junction.

Cyclists would be at high risk of collisions from passing motor vehicles, or motor vehicles would be at risk of collisions with oncoming traffic when encroaching into the opposing lane to avoid cyclists.

For these reasons, the RSA Team do not consider that there is adequate width here to encourage cyclists to travel adjacent to motor traffic without compromising their safety. Cyclists should travel with traffic.

RECOMMENDATION

Remove the cycle lane from the proposals, but retain the ASL / holding area.

Designers Response [1]

I can confirm that the cycle lane width is 1.2m (the minimum recommended) and that the adjacent lane width is a minimum of 2.4m.

The DMRB Lane Widths at Signalised Junctions Part 3, section 2.23 states:

“Where an existing signal-controlled junction or an uncontrolled junction is being improved or modified and available road space is restricted, then the permitted lane widths for straight ahead entry lanes may be reduced to 2.5m providing that the 85th percentile approach speed does not exceed 56kph

(35mph), and the reduced width enables a necessary extra lane to be provided on multilane entries. In exceptional circumstances lane widths may be reduced to 2.25m where it is not necessary to make particular provision for large goods vehicles.”

Large vehicles would be expected to encroach into the cycle lane when a cyclist is not present, just as they would have to do in the DMRD situation outlined above and at many other locations in Sheffield and elsewhere (e.g. the Western Bank approach to Brookhill Roundabout, where traffic flows and numbers of HGVs and buses are much higher). Should a cyclist be present and a following vehicle cannot safely overtake the cyclist clear of the cycle lane, then the following vehicle should stay behind the cycle until it is safe to overtake without encroaching into the cycle lane. It should be noted that cyclists will be present with or without the cycle lane and the situations outlined in the RSA are likely to occur anyway.

The cycle lane will help to ensure that the cyclist is given sufficient space to help to prevent being overtaken at an inappropriate and a potentially dangerous distance. The purpose of the cycle lane is to provide the minimum width necessary for a cyclist to maintain momentum, rather than continually stopping and starting on approach to the traffic lights as will happen when cycling with traffic as is suggested. Indeed cycling with traffic, very slowly and uphill, may well lead to more instances of other vehicles overtaking cyclists at an inappropriate distance and/ or crossing the centreline. Additionally, cycles are very unstable when starting and stopping particularly in an uphill direction. It should also be noted that the vast majority of cyclists, if not all, will be cycling at the kerbside at this location. It would be very dangerous for a cyclists, some travelling at 3/4mph, to cycle in the middle of the lane out of sight of approaching motor vehicles travelling at 20 to 30mph and perhaps more.

Cyclists will be at the kerbside and it is far better for them to keep moving (more stable), be given appropriate space as far as practicable and for it to be clearly indicated to larger vehicles when they should stay behind the cyclist rather than attempt to overtake at wholly inappropriate and dangerous distances.

Therefore it is felt that the cycle lane should remain.

ROAD SAFETY AUDIT TEAM RESPONSE

The minimum width of 1.2 metres applies only to the immediate approach to ASLs. The absolute minimum width for all other cycle lanes is 1.5 metres (LTN 2/08 paragraph 7.4.2).

Provided that a 1.5 metre minimum width can be achieved along the length of the route the Audit Team would be prepared to accept most of the cycle lane.

However, the section around the bend just to the north-west of Harcourt Road continues to raise significant concern due to the narrow available width available for uphill motor traffic (only 2.4 metres) and the poor forward visibility before the bend. Due to the narrow width traffic, especially larger vehicles, would be likely to transgress either the cycle lane or the centreline, resulting in a risk of collisions with cyclists in the first case and a risk of head-on collisions in the second (especially when the lack of intervisibility around the bend is taken into account). The risks will be highest during times of heavy traffic when both motor vehicle lanes are being well used – which is exactly when the number of cyclists is also likely to be greatest.

The risks to cyclists on this section will be higher as the presence of the cycle lane will force cyclists to cycle closer to the kerb and thereby actively encourage overtaking manoeuvres by motorised traffic. It is considered that it would be safer for cyclists to remain nearer the centre of the carriageway at this point (it should be noted that there is not a history of any injury collisions involving cyclists here) and for motor traffic to wait behind them. Not only will this prevent cyclists from being “squeezed” by following traffic at the location where the road is at its narrowest but it would also remove the need to follow the kerbline around what is a sharp bend.

By taking the bend at a wider radius cyclists will find it much easier to better maintain speed before tackling the steep hill leading up to the traffic lights. Also, as cyclists will move over and enter the cycle lane straight after the bend, allowing any following traffic to easily overtake where the road is wider and forward visibility much improved, drivers are very likely to willingly wait behind a cyclist for a few seconds rather than attempt dangerous overtaking manoeuvres involving blindly moving over into the opposing carriageway.

The Audit Team therefore considers that the cycle lane should commence just beyond the bend rather than just before it. Provided that the 1.5 metre width can be achieved this will maintain the benefits for cyclists whilst removing the dangers to them at the bend identified above.

Designers Response [2]

Accepted - the cycle lane will be 1.5m and will start just beyond the bend.

5.2 PROBLEM

Location: Reference 5.2 on plan TE/16/1796-LTP/ST1-2/01 at Appendix B – Footway around eastern junction radius

Summary: Excessive fall across footway towards carriageway likely to result in pedestrian slips and falls towards adjacent live traffic lane

The vertical profile of the footway and adjacent carriageway around the junction radius in the above location is potentially dangerous. The carriageway is sunken where it abuts the kerb line, and in-turn the kerb line around the radius is very low (i.e. at the existing crossing point), resulting in an unacceptably steep gradient falling across the footway towards the carriageway edge. See photograph below;



Although the proposals include for relocation of this crossing, the provision of the full-height replacement kerb face would still leave an excessive footway gradient falling towards the carriageway.

This section of footway would still present a serious risk of slips of falls for pedestrians walking around the corner of the junction, particularly during or following inclement weather conditions (i.e. surface water and/or ice). The footway falls would be unlikely to meet Inclusive Mobility requirements even with a full height kerb face in-situ, and could be particularly hazardous for the elderly / mobility impaired.

The high footfall through here, the primary NMU safety intentions of the improvement, and the fact that the improvement proposes to remove and replace footway construction and kerbs around this radius, all suggest that SCC should address this obvious problem, albeit pre-existing. Necessary TTM and surfacing equipment / crew mobilisation required for the rest of the proposals should result in relatively low additional costs.

The proposed changes might actually increase the likelihood of slips here, despite a slightly reduced gradient. The existing blister paving will be removed, leaving a smooth tarmac surface with reduced grip.

RECOMMENDATION

Reconstruct the strip of carriageway abutting the junction radius over the limits of the existing depression, in order to lift the kerb line / gulleys at the front of the footway and so reduce footway falls.

Designers Response [1]

The carriageway will not be constructed however the proposed kerb line at this location will have a 165mm upstand, the levels to the rear of the footway will also be also reduced (where practical), these two factors will reduce the severity of the cross fall.

ROAD SAFETY AUDIT TEAM RESPONSE

Accepted.

5.3 PROBLEM

Location: Reference 5.3 on plan TE/16/1796-LTP/ST1-2/01 at Appendix B
– Proposed crossing of Crookesmoor Road western arm

Summary: Existing worn and polished ironwork cover in line of proposed NMU crossing results in risk of pedestrian slips and falls

The existing pedestrian crossing of the Crookesmoor Road western arm is to be relocated a short distance southwest of its current location. When this is done, an existing manhole would fall within the limits of the new controlled pedestrian crossing area. See photograph;



The ironwork cover is worn and polished, and there would be a likelihood of pedestrians slipping, falling and sustaining injury if stepping on the cover, particularly during or after inclement weather conditions.

RECOMMENDATION

Provide a non-slip cover to the manhole.

Designers Response [1]

As this is a Yorkshire Water manhole cover it is not possible to replace it. No injury accidents have been recorded as a result of this in a ten year period.

ROAD SAFETY AUDIT TEAM RESPONSE

Whilst less than ideal this is accepted, although given that pedestrians do not currently cross at this position the reference to a lack of injury accidents to date as a result of the manhole is considered irrelevant.

End of Problems Raised and Recommendations Offered in this Stage 1-2 Road Safety Audit

6.0 Audit Team Statement

I certify that this RSA has been carried out in accordance with the Sheffield City Council Road Safety Audit Standard 2005.

AUDIT TEAM LEADER

Ashley Carnall
Road Safety Audit Coordinator
TTAPS – Road Safety
Development Services
5th Floor Howden House
1 Union Street
Sheffield City Council
S1 2SH

Signed: *A Carnall*

Dated: 13th February 2017

AUDIT TEAM MEMBER

Dean Barker
Consultant Road Safety Auditor
TTAPS – Road Safety
Development Services
5th Floor Howden House
1 Union Street
Sheffield City Council
S1 2SH

APPENDIX A

Road Safety Audit Brief (list of drawings and documents considered)

Document Reference: Stage 1-2 RSA brief received by email dated 10 January 2017 from Gay Horsfield, included on following pages.

List of Information considered in this Stage 1-2 RSA;

Drawings (Amey / SCC): -

- HW-208130-14-01 Construction Site Clearance
- HW-208130-14-02 Proposed Construction Layout
- TR-208130-014-001 Proposed Traffic Signs & Road Markings
- TR-208130-014-002 Traffic Signs & Road Markings Site Clearance
- TS-208130-1200-1 Traffic Signals Apparatus

Other Documents: -

- None

**1796 LTP CROOKESMOOR ROAD AND BARBER ROAD
PEDESTRIAN CROSSING PHASE**

ROAD SAFETY AUDIT STAGE 1-2 BRIEF

Documents:

All documents and drawings are in folder:

G:\DEL\Transport Capital Programme\Projects_Live\1796 Crookesmoor & Barber Rd

Description of the Project: A large number of requests have been received from local residents and councillors to provide a pedestrian facility at these traffic lights. There is a very high footfall in this area, particularly students.

Proposals:

- All stop phase with pedestrian crossing facilities on all junction arms – this is to be done at the same time as the signal replacement programme;
- Associated tactiles and dropped kerbs etc.;
- Small build out on south side on SW side of Crookesmoor Road;
- Advance stop line for cyclists on the uphill Crookes Valley Road.

Timescales: The signals are due to be replaced in April/May 2017. An audit is required by 8 February 2017 to assist the schemes development.

Departures from Standard:

Some of the pedestrian request buttons and hence the green walk symbol will be sited at the back of the footway.

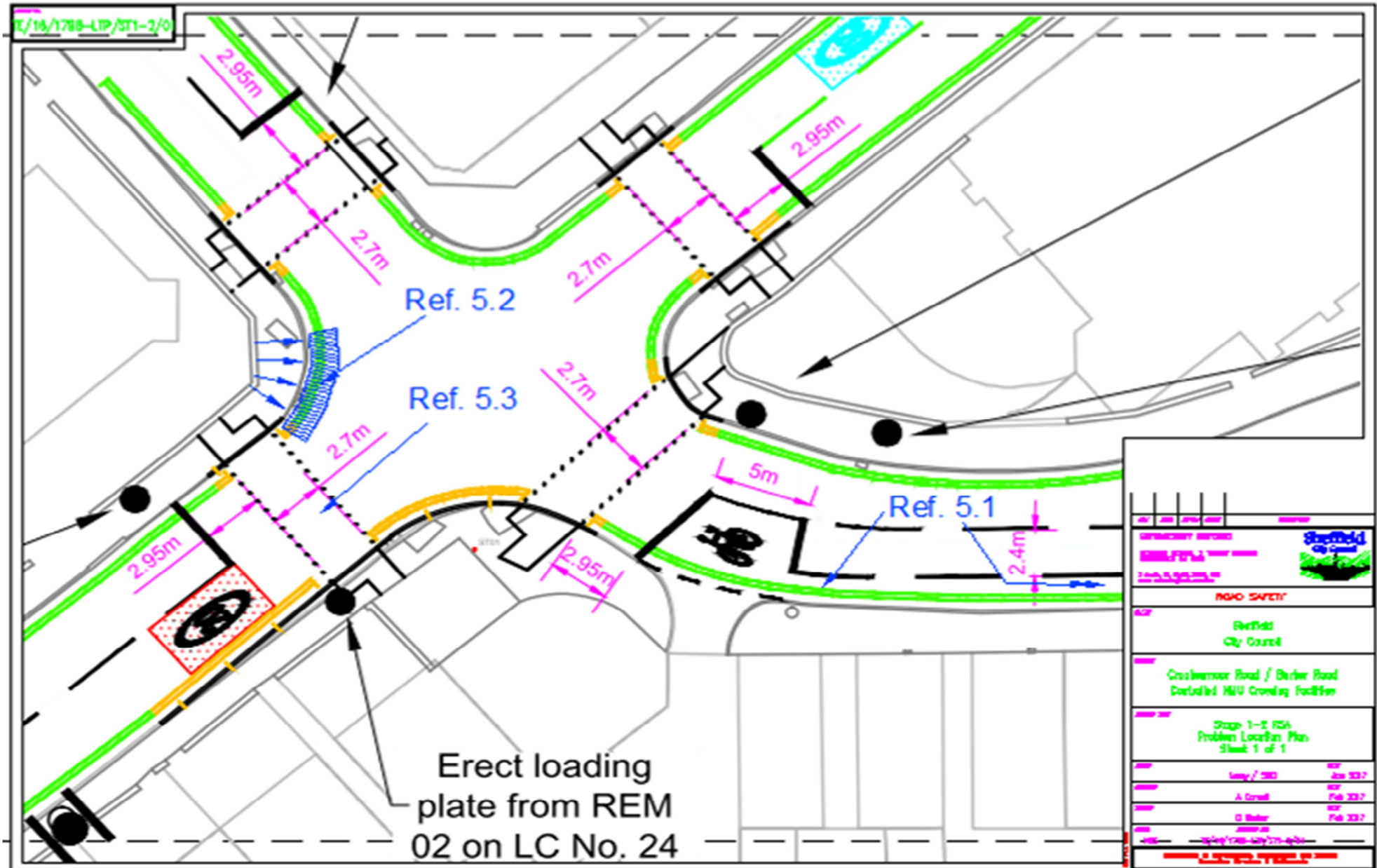
Previous RSA Reports: Previous informal RSA 1 concluded that the addition of the pedestrian phase would be beneficial despite the constraints due to the narrow width of the pavement.

Gay Horsfield
Transport Planner
10 January 2017

APPENDIX B
Problem Location Drawings

List of Drawings:

TE/16/1796-LTP/ST1-2/01



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