



## SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

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**Report of:** Executive Director, Place

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**Date:** 13 February 2014

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**Subject:** Accident Savings Scheme – Wordsworth Avenue  
Objection to traffic calming

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**Author of Report:** James Haigh, 27 36176

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### **Summary:**

This report describes the proposed changes to discourage inappropriate high speeds and so reduce the number and severity of accidents along two sections of Wordsworth Avenue.

It also sets out officer's response to an objection to the scheme.

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### **Reasons for Recommendations:**

Officers believe the reasons for the recommendations outweigh the objection received. The vertical traffic calming is essential to the effectiveness of the scheme. This is in order to reduce speed on the road and in turn reduce the number of accidents.

### **Recommendations:**

To approve the scheme as described in the report.

Inform the objector accordingly.

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**Background Papers:** Appendix A - Wordsworth Avenue, Southey Hill to  
Deerlands Avenue, consultation letter and plan (0111)

Appendix B - Wordsworth Avenue, Milnrow Drive to  
Colley Road, consultation letter and plan (0117)

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Matthew Bullock
<b>Legal Implications</b>
Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Parsons Cross
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

# ACCIDENT SAVINGS SCHEME – WORDSWORTH AVENUE OBJECTION TO TRAFFIC CALMING

## **1.0 SUMMARY**

1.1 This report describes the proposed changes to discourage inappropriate high speeds and so reduce the number and severity of accidents along two sections of Wordsworth Avenue.

1.2 It also sets out the response to an objection to the scheme.

## **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

2.1 Introduction of traffic calming will encourage drivers to travel more slowly on Wordsworth Avenue and in turn reduce the number and severity of accidents on the road contributing to the strategic outcome of safe and secure communities.

## **3.0 OUTCOME AND SUSTAINABILITY**

3.1 It is anticipated that once the proposals are in place they will reduce the number and severity of both vehicle to vehicle and vehicle to pedestrian accidents, making the road safer for both drivers and pedestrians.

## **4.0 REPORT**

### Introduction

4.1 There are two locations where changes are proposed; these are:

- Wordsworth Avenue, Southey Hill to Deerlands Avenue (see Appendix A)
- Wordsworth Avenue, Milnrow Drive to Colley Road (see Appendix B)

4.2 This section of Wordsworth Avenue between Southey Hill and Deerlands Avenue services Chaucer school, Parsons Cross Library. It is a busy bus route and also forms part of the route to Meynell School.

4.3 There have been 15 accidents along this resulting in 19 casualties, five of these were pedestrians. Four of these pedestrians were children.

4.4 The proposals include a kerb to kerb hump which is intended to slow speeds and also act as a crossing point for the school crossing patrol officer servicing Meynell School. There will be plateaux installed at the two existing pedestrian crossings which will help keep traffic speeds lower when the crossings are not in operation. Three sets of speed cushion will also be installed to slow vehicles.

4.5 This section of Wordsworth Avenue between Milnrow Drive and Colley Road is also a busy bus route and is used by pedestrians to gain access to the shops on Margetson Crescent. There are existing calming features including narrowings and chicanes. Despite this, it is also the location of the most severe accident records.

- 4.6 There have been six accidents along this section resulting in nine casualties. Two of these were elderly pedestrians including one fatality. The accidents are concentrated around the Margetson Road junction which is the main route to the Margetson Crescent shopping centre.
- 4.7 The proposals here include the relocation of an existing pedestrian island in order to make it more usable by pedestrians. There will also be two sets of cushions and two bus friendly humps in order to slow traffic on the approach Margetson Road.
- 4.8 If approved, the scheme would be constructed in coordination with core Streets Ahead maintenance work, programmed for March 2014

#### Public consultation

- 4.9 During December 2013 approximately 100 letters were delivered to fronting property owners (see appendices A and B).
- 4.10 Additionally, public notices were placed in the local paper and displayed on street.
- 4.11 Only one objection has been received from a resident who is concerned that the traffic calming would exacerbate their existing spinal condition.
- 4.12 The resident also made the following points:
- The resident requested that more subtle traffic calming be used which would not involve vertical traffic calming.
  - It was suggested that emergency services would be adversely affected by the calming measures.
  - The resident also questioned the validity of the accident statistics provided by officers.
  - A speed camera was suggested as an alternative to vertical traffic calming.

#### Officer response

- 4.13 Officers appreciate that any vertical deflection can cause unwelcome pain to people with spinal problems. However, more subtle traffic calming has previously been installed along this section of Wordsworth Avenue but accidents continue to occur.
- 4.14 More stringent measures are now proposed. However care has been taken to limit discomfort whilst slowing traffic speed, by the use of lower, bus friendly humps.
- 4.15 Emergency service vehicles tend not to be affected by vertical traffic calming such as this, the speed cushions used can be straddled by larger vehicles such as ambulances and fire engines and the proposed humps are of a height that can be easily absorbed by the suspension of these vehicles. No objections have been received from the emergency service who commented.

- 4.16 Wordsworth Avenue does not qualify for a speed camera based on the Safety Camera Partnership's assessment criteria including the accident statistics and length of the route and therefore this could not be installed.
- 4.17 The resident has been contacted and reasons for the scheme have been explained. No response has been received.

#### Other Consultations

- 4.18 Local Members, Veolia and South Yorkshire Passenger Transport Executive have been consulted about both sections of the scheme. No objections have been received from them.

#### Relevant Implications

- 4.19 The cost of the works described in this report is approximately £160,000. This will be funded with an allocation from the Accidents Saving block of the Local Transport Plan settlement.
- 4.20 An Equality Impact Assessment has been conducted and concludes that the proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as the proposals reduce road speed and improve crossing facilities. No negative equality impacts have been identified.
- 4.21 The Council has the power to both construct road humps in the highway and to carry out other traffic calming works under Sections 90C and 90G of the Highways Act 1980 and the Highways (Traffic calming) Regulations 1993. The Council must consult with relevant prescribed bodies, publish notice of its intention to construct the calming measures in a local newspaper and erect a notice at appropriate points in the highway. These requirements have been complied with. There is no requirement to carry out a public consultation. However the Council should consider and respond to any public objections received.

### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The objection concerns the principle of using vertical traffic calming measures as a method of addressing accident rates. Such methods are only now introduced in areas with the worst accident records.
- 5.2 In the location in question more passive forms of traffic calming have already been tried but accidents have continued to occur. The recommended traffic calming is milder than has been used in some locations because this is a bus route.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Officers believe the reasons for the recommendations outweigh the objection received. The traffic calming and other works described in this report will contribute to an improvement in safety along Wordsworth Avenue.

## **7.0 RECOMMENDATIONS**

- 7.1 To approve the scheme as described in the report.
- 7.2 Inform the objector accordingly.

**Simon Green**  
**Executive Director, Place**

**13 February 2014**

## **Regeneration and Development Services**

Director: David Caulfield, RTPI  
Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB  
James.Haigh@sheffield.gov.uk

Officer: James Haigh  
Ref: SD-0111-LT035-JH-01

Tel: (0114) 273 6176  
Date: 29<sup>th</sup> November 2013

Dear Sir/Madam

### **Road Safety Scheme – Wordsworth Avenue, Deerlands Avenue to Southey Hill**

I am writing to inform you that the council is planning to introduce traffic calming measures on Wordsworth Avenue between Deerlands Avenue and Southey Hill.

Wordsworth Avenue has a history of traffic accidents in which people have been injured. There have been 15 injury accidents on this section of road in the five years to October 2013. By encouraging drivers to moderate their speed we hope to reduce the number of accidents and reduce the severity of any accidents that do occur.

Whilst we want people to drive more slowly, we also need to consider the other impacts that traffic calming can have. If the road humps are too severe it would make for an extremely uncomfortable – not to say dangerous – ride for bus passengers. For this reason we will use a combination of relatively gentle ‘bus friendly’ road humps and ‘speed cushions’, narrow road humps that can be straddled by larger vehicles. In short, it’s a question of striking a balance between improving safety and recognising that Wordsworth Avenue is a major bus route with well used services.

The attached drawing shows the approximate position of the traffic calming measures. It is important to note that we will not be introducing any new parking restrictions. The road humps and speed cushions will be placed so that they will not affect resident’s access to their driveways. All being well the works will be carried out early in 2014.

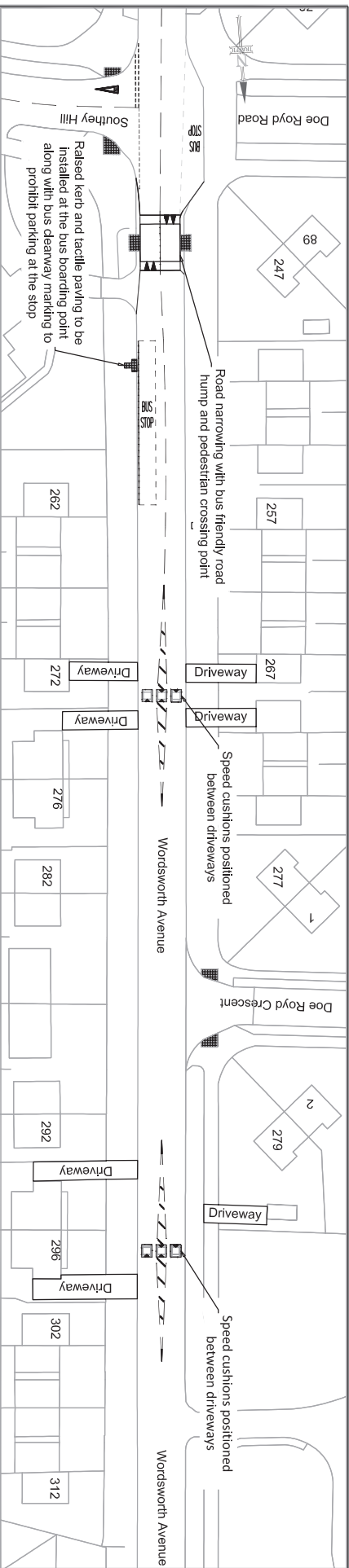
I hope that you agree with the need to reduce vehicle speed and support the proposals. However, if you wish to object to the introduction of these measures you must put your objection in writing and send it to either the email or postal address at the top of this letter, marked for the attention of James Haigh.

The Head of Transport, Traffic and Parking Services will be asked to consider any objections before making a final decision about the introduction of this scheme. Objections must be received by Friday 27<sup>th</sup> December 2013.

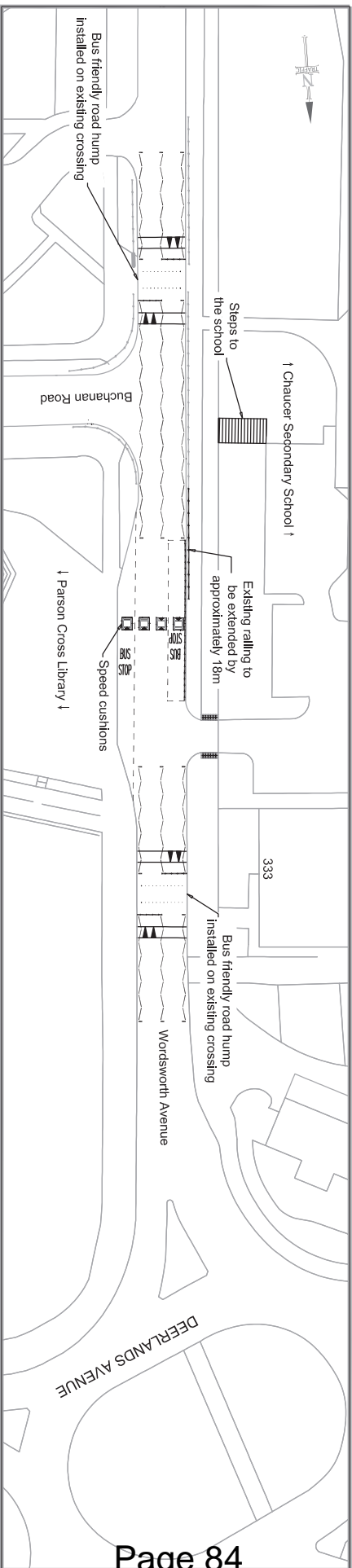
Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully

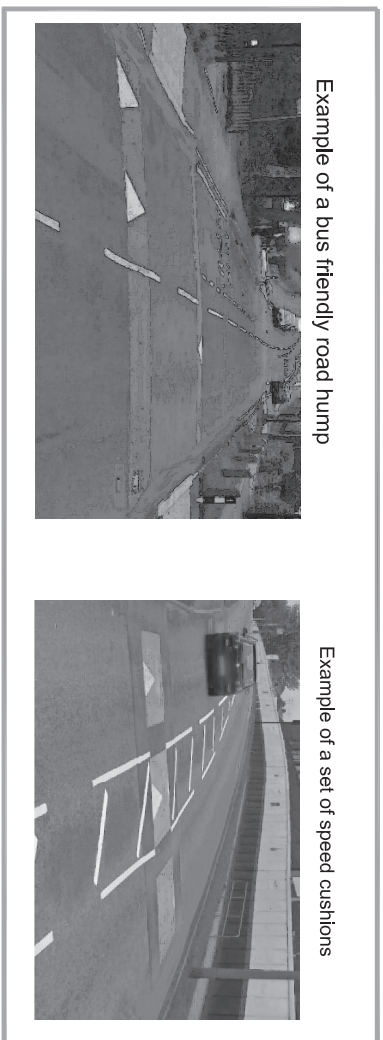
James Haigh  
Technician, Scheme Design  
Transport, Traffic and Parking Services



← Continued Below



→ Continued Above



Example of a bus friendly road hump

Example of a set of speed cushions

# Road Safety Scheme

## Wordsworth Avenue, Deerlands Avenue to Southey Hill

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James Hain, Scheme Design  
 Transport, Traffic & Parking Services  
 November 2013

Scale: NTS  
 Drawing No: SD-0111-L-T035-C01



**Regeneration and Development Services**

Director: David Caulfield, RTP  
Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB  
James.Haigh@sheffield.gov.uk

Officer: James Haigh  
Ref: SD-0117-LT035-JH-01

Tel: (0114) 273 6176  
Date: 6<sup>th</sup> December 2013

Dear Sir/Madam

**Road Safety Scheme – Wordsworth Avenue, Milnrow Drive to Colley Road**

I am writing to inform you that the council is planning to introduce traffic calming measures on Wordsworth Avenue between Milnrow Drive and Colley Road.

Wordsworth Avenue has a history of traffic accidents in which people have been injured. There have been six injury accidents on this section of road in the five years to October 2013. By encouraging drivers to moderate their speed we hope to reduce the number of accidents and reduce the severity of any accidents that do occur.

Whilst we want people to drive more slowly, we also need to consider the other impacts that traffic calming can have. If the road humps are too severe it would make for an extremely uncomfortable – not to say dangerous – ride for bus passengers. For this reason we will use a combination of relatively gentle ‘bus friendly’ road humps and ‘speed cushions’, narrow road humps that can be straddled by larger vehicles. In short, it’s a question of striking a balance between improving safety and recognising that Wordsworth Avenue is a major bus route with well used services.

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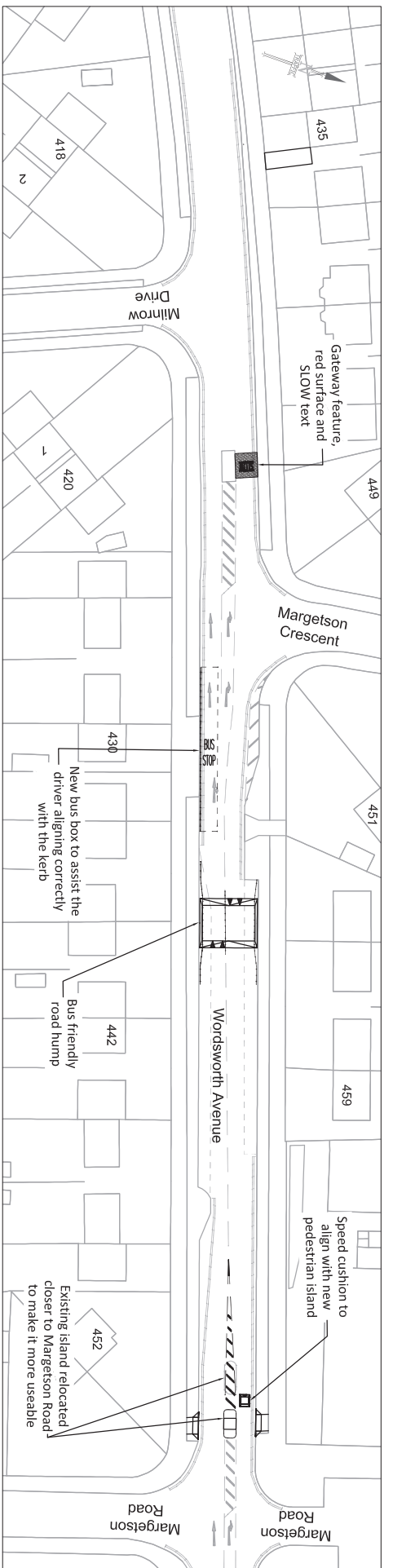
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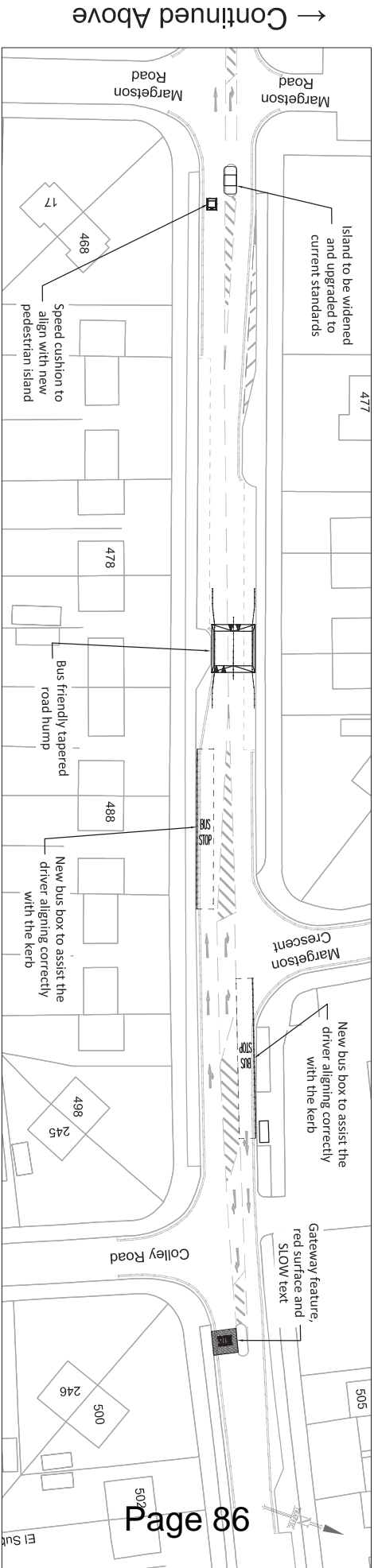
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Yours faithfully

James Haigh  
Technician, Scheme Design  
Transport, Traffic and Parking Services

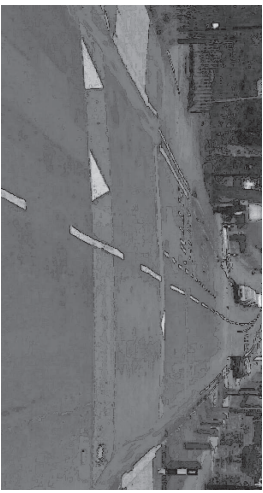


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# Road Safety Scheme

## Wordsworth Avenue, Milnrow Drive to Colley Road



Example of a bus friendly road hump



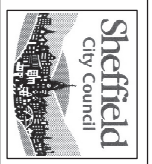
Example of a gateway feature

**Key**

- Existing lines and features
- New lines and features

James Haigh, Scheme Design  
 Transport, Traffic & Parking Services  
 November 2013

Scale: NTS  
 Drawing No: SD-0117-1, T035-C01



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