



## SHEFFIELD CITY COUNCIL

### Cabinet Report

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**Report of:** Executive Director, Place

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**Report to:** Cabinet

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**Date:** 12<sup>th</sup> November 2014

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**Subject:** Response to the petition requesting the implementation of road safety measures on Normanton Hill

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**Author of Report:** Susie Pryor, 2734192

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**Key Decision:** NO

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**Summary:**

- In July 2014 a petition containing 12,571 signatures requesting a controlled pedestrian crossing and speed restrictions on Normanton Hill was submitted to Full Council.
  - Following a Full Council debate it was resolved that the petition be referred to the Cabinet.
  - This report contains the Council's response to this petition, along with details of actions taken so far and the road safety measures being proposed.
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**Reasons for Recommendations:**

- The proposed road safety measures described in this report will contribute to an improvement in safety on Normanton Hill, in particular at the crossing point to Richmond Park.
  - Reducing the speed of traffic should reduce the number and severity of collisions and reduce the fear of collisions.
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**Recommendations:**

1. Petitioners be thanked for bringing their concerns about this location to the attention of the Council.
2. Officers inform the petitioners of the intention to install a signalised pedestrian crossing on Normanton Hill by the crossing point to Richmond Park.
3. Cabinet note the various actions taken to improve road safety and respond to public concern at this location.

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**Background Papers: None**

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**Category of Report:        OPEN**

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: Gaynor Saxton
<b>Legal Implications</b>
YES Cleared by: Nadine Wynter
<b>Equality of Opportunity Implications</b>
YES Cleared by: Annemarie Johnston
<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>
Richmond
<b>Relevant Cabinet Portfolio Lead</b>
Jack Scott
<b>Relevant Scrutiny Committee</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press Release</b>
YES

## REPORT TO THE CABINET

### RESPONSE TO THE PETITION REQUESTING THE IMPLEMENTATION OF ROAD SAFETY MEASURES ON NORMANTON HILL

#### 1.0 SUMMARY

- 1.1 On the 2<sup>nd</sup> July 2014 a petition containing 12,571 signatures was submitted to Full Council. The petition requested a controlled pedestrian crossing and speed restrictions on Normanton Hill.
- 1.2 Following a Full Council debate it was resolved that the petition be referred to Cabinet with a request that a report be prepared on a detailed programme of works to be undertaken to improve road safety at this location.
- 1.3 This report contains the Council's response to this petition, along with details of actions taken so far and the road safety measures being proposed.

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

- 2.1 The introduction of road safety measures on Normanton Hill will bring about a reduction in the number and severity of road traffic collisions, thus helping to create *safe and secure communities*. Implementing the measures described in this report will contribute to the creation of a safer residential environment and a *Great Place to Live*. The response to the petition contributes to the *working better together* value of the Council's Corporate Plan *Standing up for Sheffield*.

#### 3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The introduction of road safety measures will contribute to the delivery of:
  - the '*sustainable and safe transport*' objective of the Corporate Plan;
  - Policy W of the Sheffield City Region Transport Strategy 2011-2026 (*To encourage safer road use and reduce casualties on our roads*);
  - the Council's Vision For Excellent Transport In Sheffield (*a better environment; a healthier population; a safer Sheffield*);

#### 4.0 RESPONSE TO THE NORMANTON HILL PETITION

- 4.1 On the 9<sup>th</sup> May 2014 there was a road traffic collision on Normanton Hill near the Richmond Park Entrance. A 14 year old female pedestrian was fatally injured and a 12 year old female pedestrian was seriously injured.

- 4.2 In response to this tragic collision a petition containing 12,751 signatures was submitted to Full Council. The petition requested a controlled pedestrian crossing and speed restrictions on Normanton Hill.
- 4.3 Road Safety Scheme Assessment procedure
- 4.4 The Council receives numerous requests for road safety measures and ideally we would like to be able to respond to most of them. However, limitations on the capital funding available to the Council mean that we have to assess and prioritise locations for action according to an agreed criteria.
- 4.5 Although we cannot know where the next accident may occur, it is more likely to happen at a location having a history of previous accidents than one with few or none. In this way we can focus our attentions effectively on locations where measures are most urgently needed.
- 4.6 The accident savings scheme criteria agreed by the Council's Cabinet in 2003, involves a site scoring points based on accident types and numbers. 'Lengths' of road and particular locations (such as a junction or a bend) known as a 'spot' are prioritised separately. The sites are then listed in priority order with the highest scoring sites first. These sites are then subject to a more detailed analysis of the accident problems to see if there is scope for road safety measures that could be implemented.
- 4.7 Normanton Hill (at the entrance of Richmond park) has now been reviewed as a 'spot', placing it 11<sup>th</sup> on the Council's list of most serious accident locations in the City. Therefore, Normanton Hill is to be included in the 2015/16 Accident Savings programme. The sites listed from 1 to 10 in the priority order have already been subject to road safety measures in recent years or will also be included in the 2015/16 programme.
- 4.8 Proposed Road Safety Scheme
- 4.9 In response to the petition the Council therefore intends to install a road safety scheme on Normanton Hill in the 2015/16 year. This scheme will comprise of the installation of a controlled pedestrian crossing as close to the existing crossing point to Richmond park as possible.
- 4.10 The LTP transport and highways programme is already fully committed to the delivery of a programme of highway improvement schemes in the 2014/15 year. However, there is funding available, from the LTP Accident Savings allocation, for the development and design of the road safety scheme this year. The pedestrian crossing could then be installed in the 2015/16 financial year and would be funded from the 2015/16 LTP Accident Savings allocation.
- 4.11 Consideration also needs to be given to the time taken to develop, design and consult such a highway scheme. Under the normal timescales agreed by Transport, Traffic & Parking Services, Highways

Maintenance and Amey, it takes in the region of twelve months from the first stage of scheme design to when the scheme is built.

- 4.12 The footways and road at the proposed crossing location are narrow and it has already been identified that extra land will need to be acquired to fit a signal controlled pedestrian crossing in. Time to negotiate this needs to be allowed as part of the design process.
- 4.13 A feasibility study is being carried out to determine the best location for the pedestrian crossing. Currently the crossing point is indicated by a red strip on the road surface. It should be noted that visibility for pedestrians at this location is good, the road is relatively narrow and under normal traffic condition there are suitable gaps in traffic in order to cross. However, site observations and speed data indicate that there is a speeding issue on this road. Recent mobile camera enforcement has confirmed this.
- 4.14 The preferred location for a controlled crossing would be where the crossing point to the park is now, as this is on the pedestrian desire line. However the footway is only 1.36 metres at this point and is bounded by a stone retaining wall to the rear on the Park side. The park access path is shared with vehicles which could not be allowed on the crossing. A new route for these vehicles will need to be created on land which is currently not public highway.
- 4.15 Actions taken so far in response to the Normanton Hill Petition
- 4.16 Streets Ahead work has already commenced on this road with the renewal of street lighting. Surfacing of the road, as far as the park entrance happened in August 2014. The Council has funded the addition of a higher skid resistant material at the crossing point as part of these works.
- 4.17 The recruitment of a school crossing patrol warden for the vacant position on Normanton Hill is ongoing. This site has been vacant since the last warden retired on 31<sup>st</sup> October 2013. The Council has actively tried to recruit a warden for this location without any success. It is hoped that a local person will come forward to take up the post.
- 4.18 A Senior Road Safety Officer visited the crossing site to act as a crossing patrol for the pupils at Normanton Hill on both Wednesday 3<sup>rd</sup> and Thursday 4<sup>th</sup> September 2014, am and pm, to engage with and educate the new intake of children in aspects of road safety at this location. Approximately 70 pupils were seen to be using the crossing point and all were given road safety advice.
- 4.19 South Yorkshire Police agreed to undertake speed enforcement in the short term and camera enforcement signs were erected to facilitate this. Mobile speed enforcement has taken place at regular intervals starting from the 1<sup>st</sup> July 2014. So far 471 speeding offences have been captured.

- 4.20 A location for an area of hard standing in the verge to permit Safety Camera Partnership (SRP) vehicles (Vans and motor cycles) to park safely to enforce the speed limit has also been installed in September 2014.
- 4.21 In the short term the Council will be installing two VAS's (Vehicle Activated Signs) to flash a warning to motorists to indicate the park entrance or school crossing patrol at the appropriate times of the day. The signs are being manufactured by a specialist company and were installed on the 5<sup>th</sup> November 2014.
- 4.22 The Road Safety Education, Training and Publicity team has contacted both Birley and City (Outwood Academy) schools and are in the process of booking road safety education sessions with these schools. Both schools have already confirmed sessions with all Year 7 and 8 pupils and we are confident that sessions with the other year groups will be confirmed shortly. These sessions will be delivered at various points throughout this academic year.
- 4.23 Appendix A contains a summary sheet of the actions taken so far and the expected timescales for the delivery of the proposed road safety measures at this location

## **5.0 LEGAL IMPLICATIONS**

- 5.1 The Council has a statutory duty under the Road Traffic Act 1988 to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 The cost of the works described in this report is approximately £250,000 , this includes an amount for the future maintenance of the scheme. This will be funded with an allocation from the Accidents Saving block of the Local Transport Plan settlement in 2015/16 and subject to financial approval via the standard Capital Approval processes. There is funding for feasibility already identified in the Accidents Savings Block for the design work being carried out in 2014/15.

## **7.0 EQUALITIES IMPLICATIONS**

- 7.1 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.

## **8.0 ALTERNATIVE OPTIONS CONSIDERED**

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

8.2 A traffic calming scheme could be considered. However, given existing speeds a localised traffic calming scheme could lead to loss of control accidents. Therefore it would probably be necessary to traffic calm the whole length of the road, linking the scheme with the existing measures located between Linley Lane and Coisley Hill. The cost of such a scheme along this length would be very expensive and it would be difficult to justify this, given the overall low collision rate along the length of Normanton Hill.

## **9.0 REASONS FOR RECOMMENDATIONS**

9.1 The proposed road safety measures described in this report will contribute to an improvement in safety on Normanton Hill, in particular at the crossing point to Richmond Park.

9.2 Reducing the speed of traffic should reduce the number and severity of collisions and reduce the fear of collisions.

## **10.0 RECOMMENDATIONS**

10.1 Petitioners be thanked for bringing their concerns about this location to the attention of the Council.

10.2 Officers inform the petitioners of the intention to install a signalised pedestrian crossing on Normanton Hill by the crossing point to Richmond Park.

10.3 Cabinet note the various actions taken to improve road safety and respond to public concern at this location.

Simon Green, Executive Director - Place