



## SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

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**Report of:** Executive Director, Place

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**Date:** 8 January 2015

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**Subject:** Green Routes Scheme – Deep Lane/Grange Lane,  
improved crossing point

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**Author of Report:** James Haigh, 2736176

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### **Summary:**

This report describes the proposed changes to improve the perception of safety for users of the Blackburn Valley Cycle Route when crossing Deep Lane.

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

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### **Reasons for Recommendations:**

Officers believe the objections have been addressed and the reasons for the recommendations outweigh the objections received. The build-outs are essential to improve visibility and reduce the crossing distance at this location.

### **Recommendations:**

To approve the scheme as described in the report.

Inform the objectors accordingly.

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**Background Papers:** Appendix A – 1697, Consultation letter and plan  
Appendix B – 1697, Modified plan showing track runs

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
Cleared by: Gaynor Saxton
<b>Legal Implications</b>
Cleared by: Nadine Wynter
<b>Equality of Opportunity Implications</b>
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>
Shiregreen
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</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>
NO

## GREEN ROUTES SCHEME – DEEP LANE/GRANGE LANE, IMPROVED CROSSING POINT

### 1.0 SUMMARY

1.1 This report describes the proposed changes to improve the perception of safety for users of the Blackburn Valley Cycle Route when crossing Deep Lane.

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 Increased inter-visibility at the crossing will help improve safety for all users and contribute to the development of a high quality Green Routes Network for cyclists, pedestrians, and in this location equestrians.

2.2 The improvement to the crossing will contribute to the “A Great Place to Live” theme of the Corporate Plan by encouraging sustainable modes of transport.

### 3.0 OUTCOME AND SUSTAINABILITY

3.1 It is anticipated that once the proposals are in place they will help improve visibility for users of the Blackburn Valley Cycle Route as well as highlight the crossing to drivers and help reduce vehicle speed.

### 4.0 REPORT

#### Introduction

4.1 This scheme is designed to provide a safer crossing of Deep Lane with improved visibility for all users, in particular non confident cyclists, family groups and disabled pedestrians, using the Blackburn Valley Cycle Route as part of the Sheffield Green Routes Network.

4.2 The area surrounding the crossing point mainly consists of heavy commercial and light industrial premises with the associated traffic including some HGV's.

4.3 Whilst being subject to a 30mph speed limit the crossing is approximately 150m away from a length of national speed limit road and higher than intended speeds have been observed

4.4 Deep Lane is used as a commuter route to and from Rotherham as it can be used to bypass potential queuing traffic at Chapelton and Meadowhall. This results in heavy traffic flows at peak times.

4.5 The proposals as shown in appendix A aim to narrow Deep Lane at the point of the crossing which will carry several benefits for users:

- It will increase the visibility by encouraging users to stand further forward whilst crossing.
- The build-outs will reduce the width of carriageway meaning the

users have a shorter distance to cross.

- By narrowing the carriageway it will change the feel of that section of carriageway which in turn will help to reduce speed.

#### Public consultation

- 4.9 During November 2014 26 letters were delivered to fronting property owners (see appendix A).
- 4.10 Two objections have been received from businesses who were concerned that the scheme would make the road too narrow and restrict access by large vehicles to at least one business.
- 4.12 The businesses made the following points:
- The scheme would cause a bottle neck for traffic and cause tailbacks.
  - They would not be able to receive deliveries from a car transporter.
  - 'Cutting the trees down near the bridge would be a better and a cheaper option as the cyclists would then be able to have a clearer vision of the road and oncoming traffic'

#### Officer response

- 4.13 Currently the bridge to the South of the crossing is 4.2m wide which is much narrower than the 5.5m originally proposed for the crossing point. 5.5m is wide enough to pass two cars.
- 4.14 Following the concerns over access by a car transporter officers modified the plan (see Appendix B) which increased the radius of one of the build-out kerbs to 7m and also increased the width of the road to 6m.
- 4.15 As part of the scheme Amey will be asked to carry out a programme of maintenance in the immediate area surrounding the crossing point including heavy pruning of trees. On its own this would not provide the required results.

#### Other Consultations

- 4.18 Local Members, South Yorkshire Police, the Fire & Ambulance services and Veolia have been consulted about the scheme. No objections have been received from them.

#### Relevant Implications

- 4.19 The budget estimate for the construction of this scheme is £45,000. Financial approval is conditional upon the approval by EMT on the 09 December 14 of the Capital Approval Form (CAF) variation for the Green Routes Network project (92914) which has been submitted and the allocation of an additional £45,000 Local Sustainable Transport Plan capital funding at SLG / SCR Transport Committee to the project. The Green Routes Network project budget would then cover the cost of scheme construction.

The Commuted Sum for the scheme has been estimated at £22,500 (50% of the construction cost as recommended for build out and tactile schemes). This revenue contribution will be funded by a reduction in the Local Transport Plan approved capital allocation for the Green Routes Network project in 2014/15, as set out in the CAF variation noted above.

Should the SLG/SCR Transport Committee fail to allocate additional Local Sustainable Transport Plan capital funding to the scheme in 2014/15 the additional funding required will be included within the Sustainable Transport Exemplar programme due to start in 2015/16, and run for three years, in addition to the Green Routes Network project budget for 2014/15. Financial approval subject to confirmation of next year's programme.

- 4.20 No equality implications have been identified and the proposals to improve crossing facilities are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc
- 4.21 Legal implications - the Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report. As the Traffic Authority the Council also has similar powers under the Road Traffic Regulation Act 1984 and in exercising that power the Council must be satisfied that it will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is satisfied that this is the case, it is acting lawfully and within its powers.

The Council has received a number of objections in response to the consultation from individuals who are not supportive of the approach the Council is taking with regard to the proposals outlined in this report. The Council therefore needs to consider whether the benefits of implementing these proposals outweigh the objections. Provided the Council is satisfied that this is the case, it is acting lawfully and within its powers.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 A signing only scheme was considered but it was decided that it would not have sufficient effect on driver speed and would not have any effect on visibility.

## 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Officers believe the objections have been addressed and the reasons for the recommendations outweigh the objections received. The works described in this report will contribute to an improvement in safety on Deep Lane.

## 7.0 RECOMMENDATIONS

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

Executive Director, Place