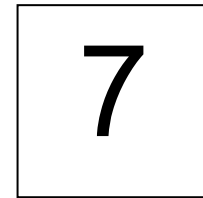




SHEFFIELD CITY COUNCIL South East Community Assembly Report



Report of: South East Community Assembly Manager

Date: 10th January 2013

Subject: South East Large Highways Schemes

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Summary:

This report outlines the current position with the allocation of Large Highways Schemes funds for the South East Community Assembly

Reasons for Recommendations:

The Community Assembly's Highways budget needs to be allocated in the 2012-13 financial year. It is currently assessing the possibilities and merits of two schemes and thus needs to be delegate the final decision in order to meet funding deadlines.

Recommendations:

- The Assembly further assesses the potential for the following schemes
 - a) One way system at Skelton Lane, Woodhouse
 - b) Crossing improvements at junction of Springwater Avenue/ Birley Spa Lane, Hackenthorpe
 - The Assembly delegates the decision on which work to progress to the Community Assembly Manager in conjunction with the Community Assembly Chair and Highways Link officer following the provision of further information on both schemes to all South East Community Assembly Members
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Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES: Cleared by Matthew Bullock
Legal Implications
YES: Cleared by Deborah Eaton
Equality of Opportunity Implications
YES: Cleared by Beth Barker
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
South East Community Assembly area of Sheffield
Relevant Scrutiny Committee if decision called in
Safer and Stronger Communities
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

PROPOSAL TO MAKE SKELTON LANE AND SPA LANE, WOODHOUSE, ONE-WAY – CONSULTATION FEEDBACK

1.0 SUMMARY

- 1.1 This report outlines the current position with the allocation of Large Highways Schemes funds for the South East Community Assembly

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 If approved, the proposals recommended in this report would address some of the Highways issues raised by local people.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The measures identified in this report would help to make the roads and pavements safer for pedestrians and vehicle drivers, one of the priorities in the South East Community Assembly Plan.
- 3.2 The measures would support the City Council's priorities, values and outcomes as set out in the Corporate Plan 'Standing Up For Sheffield', in particular *Supporting and protecting communities; Spend public money wisely; and making the City A Great Place to Live.*

4.0 MAIN BODY OF THE REPORT

- 4.1 The South East Community Assembly has a budget of £73,000 from Sheffield City Council Local Transport Plan Funds. This is made up of £40,000 funding for the 2012/13 financial year and £33,000 carry forward from the 2011/12 financial year.

Of this the following sums have been allocated:

- £20,000 for small schemes - £5000 per ward
- £12,000 for the operation of three sets of Speed Indicator Devices in Woodhouse, Beighton and Mosborough Wards

The remaining £41,000 is to be used for Large Highways Schemes

- 4.2 The Assembly has investigated the installation of a one way system along Skelton Lane and Spa Lane, Woodhouse to alleviate traffic congestion and dangers caused by vehicles meeting and having to reverse. This issue is made worse by the fact that it is a bus route.

Consultation with the local community has shown a majority in favour of this scheme. The overwhelming majority of people completing the questionnaire (87.1%) agree that congestion is a problem. 68.3% of respondents support the proposal to make Skelton Lane and Spa Lane one-way.

Costs from Amey indicate this scheme would cost approximately £30,000 based on £22,000 for physical works, £3000 for fees and £5000 commuted sum for future maintenance over the next 25 years.

4.3 Highways officers have outlined the following reservations about the proposal for a one way system:

- a) Objections from the Woodhouse Health Centre (delays for Doctors & Ambulances accessing & leaving the health centre, increased speeds and congestion while people try to park near the surgery) and the Police
- b) That a one way system would increase vehicle speed
- c) That a one way system would cause access difficulties for some residents and lead to significant detours
- d) Turning movements into and out of the area would be concentrated on fewer junctions, increasing the likelihood of queuing traffic on Tannery Street/Market Street as people attempt to enter the area, and on Skelton Lane as people attempt to leave
- e) More traffic would use Water Slacks Road
- f) People would park/reverse in Meetinghouse Lane for a quicker exit
- g) The proposals would not address the root causes of the congestion, the lack of off-street parking, particularly the acute problems on the Skelton Lane/Spa Lane approaches to Tannery Street/Market Street
- h) All highway schemes of this scale are subject to a four-stage independent Road Safety Audit process, which is likely to raise some of the concerns listed above and could propose such a scheme should not take place without traffic calming measures

4.4 Highways officers proposed an alternative scheme whereby congestion could be eased by creating a series of passing places along Skelton Lane/Spa Lane.

It is acknowledged that legitimate parking opportunities are at a premium in some areas and so it is suggested that restrictions be limited to locations where people should not be parking now, such as at bus stops, within 10m of junctions or across dropped crossings. A number of dropped crossings are currently marked with the non-regulatory 'Keep Clear' marking.

This alternative proposal would:

- Prohibit parking at places at which parked vehicles currently present a hazard to other drivers by restricting visibility and to pedestrians by

denying access to crossing places and making it difficult to board buses;

- Remove parking from the Skelton Lane/Spa Lane approaches to Tannery Street/Market Street making it easier for drivers to turn in and out of these junctions; and
- Provide locations at which drivers would have space to pull in and allow an opposing vehicle to pass.

In doing so it would go some way to relieving the congestion currently experienced, without the negative impacts of the one-way proposal identified in both the feasibility report and during the consultation process.

The police have indicated that they *“would be more likely to support”* such a proposal. The Council’s Civil Enforcement Officers would be responsible for enforcing the restrictions.

Street Force has provided a Budget Estimate of £12,300 for this work. A revised estimate has been requested from Amey.

- 4.5 Members have asked for further information about a second large highways scheme at the junction of Springwater Avenue and Birley Spa Lane, Hackenthorpe.

The scheme proposed a pedestrian refuge with an initial cost estimate of between £29,000 - £39,000. Local consultation on the scheme took place in December 2011.

Following safety concerns about the scheme raised by a road safety audit, Highways officers are developing alternative options. It is hoped that a scheme can be developed alongside the Optio bus scheme improvements along the 120 route.

5.0 Financial Implications

The introduction of either the one-way proposal or the alternative proposal would be met from the Assembly’s approved 2012/13 highways budget allocation (£40,000), any funding not yet committed from the 2011/12 highways allocation, and/or the Assembly’s discretionary budget.

6.0 Legal Implications

The Council has a statutory duty 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.

7.0 Equality Implications

An Equality Impact Assessment has been conducted and concludes that the proposed one-way system is likely to have negative equality impacts for certain groups. There would be an increased risk to vulnerable pedestrians and road users such as the young, the elderly, disabled people and their carers plus families with young children due to the likelihood that traffic will travel faster on a one-way road. There will be increased journey times for these groups if travelling by car to Woodhouse Health Centre. The alternative option, for waiting restrictions at junctions, crossing points and bus stops, would improve access for pedestrians and bus users by removing parked cars that currently cause obstructions to people seeking to cross the road and board buses and would therefore have positive implications for these groups. Both proposals are equality neutral for other protected characteristics such as race, religion, sexuality, etc.

8.0 ALTERNATIVE OPTIONS CONSIDERED

This report outlines two different possible areas for work and within one area (Woodhouse) two different schemes.

Members are not pursuing information on any other large highways schemes at this time

9.0 REASONS FOR RECOMMENDATION

The Community Assembly's Highways budget needs to be allocated in the 2012-13 financial year. It is currently assessing the possibilities and merits of two schemes and thus needs to be delegate the final decision in order to meet funding deadlines.

10.0 RECOMMENDATIONS

- The Assembly further assesses the potential for the following schemes
 - c) One way system at Skelton Lane, Woodhouse
 - d) Crossing improvements at junction of Springwater Avenue/ Birley Spa Lane, Hackenthorpe
- The Assembly delegates the decision on which work to progress to the Community Assembly Manager in conjunction with the Community Assembly Chair and Highways Link officer following the provision of further information on both schemes to all South East Community Assembly Members

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