



Author/Lead Officer of Report:
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Report of: *Simon Green*
Report to: *Cllr Mazher Iqbal*
Date of Decision: *2 December 2016*
Subject: *Tram / Cycle Safety Action Plan*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
- Expenditure and/or savings over £500,000		<input type="checkbox"/>		
- Affects 2 or more Wards		<input checked="" type="checkbox"/>		
Which Cabinet Member Portfolio does this relate to? Infrastructure and Transport				
Which Scrutiny and Policy Development Committee does this relate to?				
- Culture, Economy and Sustainability				
Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? TBC				
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" 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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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:

This report confirms that there have been significant numbers of injury accidents to cyclists as a result of on-street Supertram infrastructure and that most of these accidents are not being picked up and recorded in conventional official statistics.

Early warning of hazards is proposed at a number of locations together with the implementation of a programme of improvements on an ongoing basis.

Recommendations:

That the Cabinet Member

- Notes the level of injury accidents occurring to cyclists that are not recorded on official accident statistics.
- Notes the recommendation to progress a project through the capital approval process to request the use of Local Transport Plan funding to implement warning signs and road markings at the top 20 cycle accident sites, as well as identifying and developing other short/ medium/ long term solutions to cycle safety near tram tracks.
- Continues liaison with Cycle Sheffield and other stakeholders on the development of this programme

Background Papers:

(Insert details of any background papers used in the compilation of the 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: Paul Schofield
	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: <i>Simon Green</i>
3	Cabinet Member consulted: <i>Cllr. Mazher Iqbal</i>
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: <i>Tom Finnegan-smith</i>
	Job Title: <i>Head of Service, Transport, Traffic and Parking Services</i>
Date: 2 December 2016	

1. PROPOSAL

- 1.1 There has been an increasing awareness, particularly in the last few years that many more cycle injury accidents were occurring than those shown on official records. Collaborative working between the Council and Cycle Sheffield has identified a number of locations where significant risk exists for cyclists

As a matter of urgency, a series of warning signs are to be implemented in the current financial year and preferably before the onset of winter, at the top 20 locations now identified.

The above immediate warning signs will not in themselves resolve the problems created by the infrastructure. If progress is to be made in drastically reducing accident numbers other measures will be necessary. These will need to be designed and implemented over the coming years, starting with the 20 worst sites, as follows:

- By March 2017 design solutions at the top five worst accident sites
- By June 2017 design solutions for the remaining top 20 sites. Agree a schedule of work for these solutions to be implemented in financial years 2017/18 and 2018/19
- Complete implementation of the top 5 sites by September 2017
- Develop in 2016/17 and pilot 2017/18 a cyclist/ tram-track solution for each type of tram/ carriageway interface (e.g. tram stops, tram track leaves road to left, to right etc.). Develop a plan for the deployment of these solutions and an on-going programme of works and ensure that these solutions are incorporated in all future Supertram infrastructure schemes.
- During financial years 2017/ 18 and 2018/ 19 implement solutions for the top 20 accident sites.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 Introducing the types of measures outlined in the report should, over time, bring about a reduction in the number and severity of traffic accidents, thus helping to create *better health and wellbeing*. Together with an ongoing programme of publicity and education it should also contribute to the creation of a safer environment and a *thriving neighbourhoods and communities*. The inclusion of representatives from the Council's Cycle Forum in the preparation of the report and responses from individual cyclists about their experiences with the cycle/ tram interface, contributes to *an in touch organisation*.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Consultation undertaken with Cyclists groups to better understand non-reporting of accidents; and then to jointly create a prioritised list of locations for treatment. Consultation on individual proposals will be undertaken at the appropriate times

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 An Equality Impact Assessment concluded that overall reduced numbers of accidents involving cyclists should be positive for all those who cycle regardless of age, sex, race, faith, disability, sexuality, etc. There should be no negative equality impacts.

4.2 Financial and Commercial Implications

- 4.2.1 Financial approval for this project will be obtained through the Councils capital gateway process, with the project mandate due to be presented to the Thriving Neighbourhood and Communities Board in September 2016. Future funding will also need to be identified and prioritised to implement an ongoing programme of improvements in order to reduce the large number of cycle accidents

4.3 Legal Implications

- 4.3.1 The Council has a legal duty when exercising the functions conferred on them by the Road Traffic Regulation Act 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists). The measures proposed will be implemented by using powers available under the aforementioned act and in accordance with that duty.

4.4 Other Implications

- 4.4.1 *none*

5. **ALTERNATIVE OPTIONS CONSIDERED**

(Outline any alternative options which were considered but rejected in the course of developing the proposal.)

- 5.1 This is a response to a road safety issue. There will be options for longer term solutions, but the principle of early warning signs and addressing these issues should not be avoided

6. **REASONS FOR RECOMMENDATIONS**

(Explain why this is the preferred option and outline the intended outcomes.)

- 6.1 Making improvements for cyclists along the route will in the long term reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable travel and contribute towards the creation of a more pleasant, cohesive environment