

**SHEFFIELD CITY COUNCIL**

**Cabinet Highways Committee**

**Meeting held 13 September 2012**

**PRESENT:** Councillors Harry Harpham, Bryan Lodge, Jack Scott and Isobel Bowler  
(Substitute Member)

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from the Chair, Councillor Leigh Bramall. Councillor Isobel Bowler attended the meeting as the duly appointed substitute.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 No items were identified where resolutions may be moved to exclude the public and press.

**3. DECLARATIONS OF INTEREST**

3.1 Councillors Bryan Lodge, Isobel Bowler, Harry Harpham and Jack Scott declared Disclosable Pecuniary Interests (DPIs) in item 9 (see minute no. 8 below) on the agenda (Sheffield 20mph Speed Limit Strategy: Programme for 2012/13 and 2013/14), as the areas proposed for 20 mph zones included areas where they lived. A dispensation was granted from the Director of Legal Services, for these Members of the Assembly to be present during, and vote upon, this item, to ensure that a quorum was maintained and that business could be conducted.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 12 July 2012 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 There were no public questions or petitions.

**6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

6.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

**7. PETITIONS**

7.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 231 signatures requesting official signage to the top part of Pingle Road and that a

report would be submitted to a future meeting of the South West Community Assembly, (b) containing 1425 signatures objecting to the plans for Chaucer, Buchanan Road and that a report would be submitted to a future meeting of this Highways Committee, (c) containing 192 signatures objecting to parking bays on Buchanan Road and that a report would be submitted to a future meeting of this Highways Committee and (d) containing 704 signatures objecting to the parking on Angram Road from church goers and that a report would be submitted to a future meeting of the Northern Community Assembly.

## 7.2 Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

The Head of Transport, Traffic and Parking Services reported that the Area Wide Lorry Routing Review would be submitted to the November meeting of this Highways Committee. In relation to item 6 on the list, a request for speed bumps and calming measures on Hilfoot Road, Totley, he reported that this had been submitted to the July meeting of the South West Community Assembly where it was agreed to take no further action. He further reported that the South West Community Assembly would be considering the request for improvements to the safety of pedestrians in roads surrounding Hallam Grange Primary School at its meeting in October.

## 8. **SHEFFIELD 20 MPH SPEED LIMIT STRATEGY: PROGRAMME FOR 2012/13 AND 2013/14**

- 8.1 The Executive Director, Place submitted a report seeking endorsement for a programme to introduce seven sign-only 20mph schemes, one in each Community Assembly area, by March 2014.
- 8.2 Mr Alan Kewley attended the meeting to make representations to the Committee. He commented that 20mph zones had been on the local community agenda for a number of years. He was pleased with the first steps that the report was recommending. However, he did believe that consultation had not been as thorough as it should have been with local communities.
- 8.3 Mr Kewley further commented that he was aware that a review of Community Assemblies was currently being undertaken and requested that this be speeded up. He did not believe that accident statistics should be used as a basis for deciding the first zones to be allocated as these did not stand up to scrutiny. He requested that the selection criteria be examined in greater detail as schools and schoolchildren were not the only vulnerable groups in the City. He did not agree with the justification for C Roads to be excluded from the proposals.
- 8.4 In conclusion, Mr Kewley commented that he believed the programme would be delivered too slowly and requested that it be speeded up. Despite this, he welcomed the attempt to tie in with the Highways Private Finance

Initiative (PFI) Programme and did not wish to delay its implementation at this stage but hoped that the issues raised would be addressed at the second stage of the programme.

8.5 In response, Councillor Bryan Lodge commented that, subject to the Committee's approval, the proposals would now go out to further consultation. He reported that the proposals had been discussed at his local Community Assembly and was aware that they had been discussed at other local Community Assemblies. The Community Assembly review was still ongoing. In relation to the selection criteria, this had been examined at the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee, who had supported this Committee's decision. To speed up the programme would require greater funding which was not available at the present time.

8.6 John Bann, Head of Transport, Traffic and Parking Services reported that attempts had been made to engage the community at Community Assembly public meetings. Officers and Members had realised the importance of linking the programme into the PFI so as to minimise disruption. Although detailed research on the impact of 20mph zones had been undertaken, the evidence was not conclusive at this stage which was why a measured approach was recommended. A hearts and minds campaign would be undertaken to attempt to gain the public's support for the proposals. It was acknowledged that accident statistics were not perfect but were the only evidence which could be used to support proposals. The Lead Cabinet Member for transport was keen to involve schools in the programme and exclude C Roads which, if they were to be included, would likely not gain support from the majority of the local community.

8.7 **RESOLVED:** That the Committee:-

(a) approves the programme of works described in paragraphs 4.7, 4.12 and 4.13 of the report; and

(b) requests that the introduction of future 20mph schemes be prioritised by both their accident record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme.

8.8 **Reasons For The Decision**

8.8.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

8.8.2 In the last five years over 10% of the traffic accidents occurring in residential areas of Sheffield took place within the seven 20mph speed limit areas proposed in this report.

8.9 **Alternative Options Considered And Rejected**

- 8.9.1 Each Community Assembly considered a number of alternative areas that could potentially benefit from the introduction of a 20mph speed limit.