

# Cabinet Highways Committee

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**Thursday 10 January 2013 at 1.30 pm**

**To be held at the Town Hall, Pinstone  
Street, Sheffield, S1 2HH**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott.

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

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## **PUBLIC ACCESS TO THE MEETING**

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The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 6374 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

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## **FACILITIES**

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**CABINET HIGHWAYS COMMITTEE AGENDA  
10 JANUARY 2013**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting**  
To approve the minutes of the meeting of the Committee held on 13 December 2012.
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Petitions**
  - (a) New Petitions  
There are no new petitions to report.
  - (b) Outstanding Petitions  
Report of the Executive Director, Place.
- 9. Sheffield 20 Mph Speed Limit Strategy: Objections to Proposed 20 Mph Speed Limits in the Lowedges and Woodthorpe Areas**  
Report of the Executive Director, Place.
- 10. A Vision for Safer Roads in Sheffield**  
Report of the Executive Director, Place.

**NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 14 February 2013 at 1.30 pm**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email [lynne.bird@sheffield.gov.uk](mailto:lynne.bird@sheffield.gov.uk)

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**Cabinet Highways Committee**

**Meeting held 13 December 2012**

**PRESENT:** Councillors Leigh Bramall (Chair), Harry Harpham, Jack Scott and Isobel Bowler (Substitute Member).

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from Councillor Bryan Lodge and 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 There were no declarations of interest.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 8 November 2012 were approved as a correct record.

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

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

**6. PETITIONS**

6.1 New Petitions

6.1.1 The Committee noted the receipt of a petition containing 54 signatures from residents of Cannock Street, Cheadle Street and Hawksley Road about overgrown trees in their streets and that this request would be forwarded to AMEY for consideration.

6.2 Outstanding Petitions List

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

## **7. CITY WIDE REVIEW OF HEAVY GOODS VEHICLE ROUTES**

7.1 The Executive Director, Place submitted a report that gave an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield and sought approval for (a) an HGV Route Network for journeys through Sheffield and into the city, a process and criteria for assessing HGV problems and a hierarchy of measures to deal with them and (b) continuing work to develop proposals to deal with some HGV hot spots and for getting information to the Satellite Navigation companies and Freight Industry, as detailed in Appendix A.

7.2 The Head of Transport, Traffic and Parking Services referred to the petition that had been submitted to the meeting of Full Council on 5 December 2012 containing 390 signatures requesting that the ban on HGVs on Bocking Lane is not reversed.

7.3 Councillor Leigh Bramall referred to a number of written representations he had received in relation to the proposals and these had been forwarded to officers. Copies were available at the meeting.

### 7.4 Representations

#### Greenhill Avenue/Bocking Lane

7.4.1 Mrs Hodgson indicated that the road surface on Greenhill Avenue/Bocking Lane was not suitable for HGVs and asked why no thought had been given to the structure of the road. She commented that it should not be used for HGVs as it was an unclassified road.

7.4.2 Stuart Smith highlighted the safety of cyclists using Greenhill Avenue and Bocking Lane, particularly as parts of the roads were not wide enough for HGVs to overtake. He considered that Abbey Lane was more suitable for lorries.

7.4.3 Pamela Hodgson referred to the petition presented the Full Council meeting on 5 December 2012 requesting that the ban on HGVs on Bocking Lane is not reversed and submitted photographic evidence relating to problems on Greenhill Avenue and Bocking Lane. She indicated that health issues were a major factor for residents on Bocking Lane and asked why there were no noise or pollution figures for Abbey Lane in the report.

#### Abbey Lane

7.4.4 Sally Evans indicated that she was in favour of the relaxation of the ban on Bocking Lane. She raised a number of concerns relating to Abbey Lane, including the risk of accidents at opening and closing times of the school, HGVs adding to the congestion in the morning, the area around the shops was busy and there was the potential for accidents and there were quality of life issues for residents of Abbey Lane and Bocking Lane from the noise and pollution. She requested a full HGV ban on Abbey Lane and considered that relaxing the ban on Bocking Lane was a fair compromise. She also urged the Council to tackle the source of the problem which she

considered was HGVs coming from Derbyshire and using residential roads.

- 7.4.5 Alan White, a resident of Abbey Lane, raised concern at the congestion at Abbey Lane/Chesterfield Road and asked if a before and after study had been undertaken outside the school.

Abbeydale Corridor

- 7.4.6 Ted Gunby, Chair of the Carter Knowle Road, asked the Committee on behalf of the Community Group and other residents in the Sheaf Valley, not to take any decisions that might force any more HGVs to go through the Abbeydale corridor. Mr Gunby referred to the atmospheric pollution in the densely populated Abbeydale corridor (Abbeydale Road and Wolsley Road) exceeded legally binding limits. Sheffield's failure to meet the 2010 targets meant that the European Commission was now preparing a case for infraction fines which could, through the Localism Act, fall directly against the City Council. He also referred to the three schools in the Abbeydale Corridor.

Traffic Density /Air Quality Issues

- 7.4.7 Ian Draffan stated that Bocking Lane was a conduit to the motorway out of Sheffield. He was unable to exit his property on Bocking Lane between 4.00 and 6.00 pm due to the traffic. He asked about the present traffic density on Abbey Lane and previously on Bocking Lane and whether this had been taken into account. He highlighted the high levels of asthma in the area and that Sheffield has air quality issues. He asked whether there were measures to deal with the air pollution on Bocking Lane.

Bocking Lane

- 7.4.8 Roger Hart, Chair of the Dore and Totley Forum, sought an assurance that if the ban on Bocking Lane was relaxed, the effect on Twentywell Lane and Prospect Road would be taken into account. He commented that lorries had also been seen on Glover Road.

- 7.4.9 Councillor Simon Clement-Jones welcomed the work that had been undertaken. He commented that residents on Bocking Lane needed relief from the traffic problems and considered that relaxing the ban on Bocking Lane was a backward step. Councillor Clement-Jones suggested that the decision should be delayed and more time should be given to looking at other possibilities and doubling efforts to reduce traffic from Derbyshire.

Mayfield Valley

- 7.4.10 Joan Newton, President of the Mayfield Women's Institute and resident of Mayfield Valley, stated that officers were unwilling to introduce a ban on HGVs using the Mayfield Valley due to the low numbers of vehicles. A petition containing 1269 signatures had objected to HGVs using the lanes in the Mayfield Valley and requested an all-vehicle speed limit to reduce the number of accidents. She was concerned at the effect on people's lives in the area.

South West Community Assembly/ Twentywell Lane

- 7.4.11 Andrew Tabor asked why the report did not include reference to the response from the South West Community Assembly. He also referred to safety issues on Twentywell Lane and that residents were suffering as retaining walls were being affected. Mr Tabor asked that the Committee took into account unexpected consequences.
- 7.4.12 Councillor Colin Ross also queried why the response from the South West Community Assembly was not included in the report. He raised concern at possible displacement onto Twentywell Lane and that the 'No HGV' signs were ignored. He commented that a number of properties on Twentywell Lane were below the level of the road and that HGVs were causing utility services to become exposed.

Bocking Lane/Abbey Lane

- 7.4.13 Councillor Ian Auckland, Graves Park Ward, indicated that the proposals were a compromise solution, seemed to be a reasonable way forward and did go towards meeting the objections to HGV traffic on Bocking Lane and safety concerns relating to the school on Abbey Lane. He welcomed the balanced approach and hoped the Cabinet Member for Business, Skills and Development would make progress in discussions with Derbyshire County Council.

Responses

- 7.4.14 John Bann (Head of Transport, Traffic and Parking Services) and Chris Galloway (Principal Engineer) responded to the questions and issues raised as follows:
- Greenhill Avenue and Bocking Lane were C class roads and were constructed to carry all types of traffic. Abbey Brook was a culvert regularly inspected by Amey, the Council's maintenance contractor.
  - There was no requirement to undertake regular monitoring of traffic noise. However, the European Union was considering introducing similar targets to those for air quality through an Environmental Noise Directive.
  - Officers were aware of the air quality issues on Abbeydale Road. The impact of the diesel fleet on air quality was to be examined. Also a low emission zone for Abbeydale Road was being examined.
  - Chris Galloway provided details of air quality readings for Bocking Lane, Abbey Lane, Chesterfield Road/Meadowhead and Abbeydale Road.
  - The air quality and traffic count information was available on the Council's website ([www.sheffield.gov.uk](http://www.sheffield.gov.uk)). A further traffic count had been undertaken on 5 December 2012 and the data was expected on 13 December 2012.
  - Officers were aware of the concerns relating to Twentywell Lane and Prospect Road. The prominence of signing on Twentywell Lane would be examined.
  - There had been two minor accidents involving cyclists on Abbey Lane and no recorded accidents on Bocking Lane and Greenhill Avenue.

- There had been an assessment of the road widths on Bocking Lane, Greenhill Avenue and Bocking Lane and Chris Galloway gave details of the widths of those roads.
- Discussions had taken place with the Freight Association about vehicles not using the Mayfield Valley. Officers had also asked the local depot of one freight company why they were using the Mayfield Valley and were seeking to persuade them to use more suitable routes.
- A formal response from the South West Community Assembly had been expected but was not received, although officers were aware of the Assembly's view.
- A scheme to signalise the Greenhill Avenue/Greenhill Parkway junction, thereby helping the turning movements, had been developed but had been put on hold due to budget reductions. It would be included on the list of future highway schemes.

7.4.15 Councillor Leigh Bramall, Chair of the Committee and Cabinet Member for Business, Skills and Development, commented that the proposals were a compromise solution. Data was available to show the displacement of traffic on Abbey Lane from the ban on Bocking Lane. The Council was aware of the problems on Twentywell Lane/Mickley Lane/Prospect Road and in the Mayfield Valley. Air quality data was also available that showed that the acceptable limits had not been exceeded. He recognised the need to talk to Derbyshire County Council.

7.5 **RESOLVED:** That the Committee approves:-

- (i) the HGV Route Network as shown in Appendix D1 of the report;
- (ii) the process and criteria in Appendix E of the report for determining the suitability of roads for use by HGVs and the Hierarchy of Measures in Appendix F of the report for progressive action to deal with HGV problems;
- (iii) the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- (iv) the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
- (v) the engagement with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement; and
- (vi) developing proposals for further work, as detailed in Appendix A of the report.

7.6 **Reasons for Decision**

7.6.1 HGVs are vital for delivering goods around the city and transporting goods nationwide. However, in some areas the journeys they make are a cause

for community concern. Encouraging HGVs to use only suitable routes will minimise the impact of HGV journeys and reduce community concerns.

7.6.2 The approval of the network, process/criteria and hierarchy of measures will allow officers to develop proposals to deal with existing HGV hot spots.

7.6.3. The approval of the relaxation of the HGV ban on Bocking Lane offers a reasonable compromise to provide some respite for residents of Bocking Lane and Abbey Lane.

7.6.4 Modifying the Key Diagram will help reduce problems in the future by promoting the HGV Route Network at the planning stage.

7.6.5 Developing proposals for further work will allow funding to be secured for a programme of work to get information out to Sat Nav companies, freight industry and business so that the process of making sure HGVs use the most suitable route can begin at the point where it is most likely to be effective.

#### **7.7 Alternatives Considered and Rejected**

7.7.1 A number of alternative options were considered when determining how to deal with the concerns of Abbey Lane residents including removing the ban on Bocking Lane, introducing additional road engineering measures on Abbey Lane to deal with speeding and to do nothing.

7.7.2 When determining what to do about the Mayfield Valley officers did consider introducing an HGV ban and advisory route signing but neither could be justified in terms of the numbers and frequency of incidents involving HGVs.

7.7.3 When looking at Attercliffe centre a ban was considered but this might have affected local businesses that are reliant on HGVs and therefore was not recommended.

#### **7.8 Any Interest Declared or Dispensation Granted**

None

#### **7.9 Reason for Exemption if Public/Press Excluded During Consideration**

None

#### **7.10 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

#### **7.11 Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing.

(Note: Councillor Harry Harpham left the meeting at this point in the meeting).

## **8. PUBLIC QUESTIONS AND PETITIONS**

### **8.1 Petitions**

8.1.2 Councillor Ian Auckland submitted a petition, on behalf of the lead petitioner Mrs Downham, containing 19 signatures protesting against noise and exhaust fuel pollution caused by buses idling outside Parkside Apartments, Chesterfield Road at all hours day and night without picking up or depositing passengers. He indicated that Stagecoach was taking action in relation to the petitioners' concerns.

8.1.3 The Committee referred the petition to the Cabinet Member for Business, Skills and Development.

### **8.2 Public Questions**

8.2.1 Councillor Diana Stimely spoke on behalf of the Banner Cross Forum and a request from a trader on Ecclesall Road at Banner Cross for parking meters to be installed outside their premises as there were parking difficulties.

8.2.2 John Bann (Head of Transport, Traffic and Parking Services) stated that this request could be investigated if the traders were keen to have parking meters installed.

8.2.3 **RESOLVED:** That the Head of Transport, Traffic and Parking Services be requested to investigate the provision of parking meters at Banner Cross, Ecclesall Road.

## **9. SMITHY WOOD CRESCENT - RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER**

9.1 The Executive Director, Place submitted a report setting out the public response to the advertised Traffic Regulation Order (TRO) to legalise the 'Prohibition of Motor Vehicles Except for Access' signs which had been installed on Smithy Wood Crescent at its junctions with Chesterfield Road and Woodseats Road to prevent non-residential traffic using it as a through route.

9.2 Mr Paul Briggs attended the meeting and stated that he was a resident of Smith Wood Crescent and had objected to the proposed TRO. He asked why the 'Access Only' sign was the only measure that was being considered. He referred to instances of HGVs damaging cars and that it was an extremely dangerous location at busy times. He considered that the proposal appeared to be a cheap option and financial constraints

should not override safety. He considered that an 'Access Only' sign would not stop the problem and asked that the solution be reconsidered. He would support a no right turn.

9.3 Councillor Auckland also attended for this item and stated that he shared residents' frustrations. He asked how soon the TRO would be implemented and that he expected enforcement action to be taken.

9.4 John Bann (Head of Transport, Traffic and Parking Services) indicated that the TRO would be implemented within a couple of weeks.

9.5 Councillor Leigh Bramall, Chair of the Committee, referred to a letter of support for the TRO that had been received from Karen Wallace.

9.6 **RESOLVED:** That the Committee:-

(a) overrules the objection to the Traffic Regulation Order on Smithy Wood Crescent and the restriction be introduced as shown in the plan in Appendix A to the report;

(b) approves the making of the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984; and

(c) requests that the objector and other respondents are informed accordingly.

9.7 **Reasons for Decision**

9.7.1 The Traffic Regulation Order for this scheme is necessary to enable enforcement of the restriction to be carried out with a view to resolving problems which have been raised by local residents.

9.7.2 Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents concerns and aspirations.

9.8 **Alternatives Considered and Rejected**

9.8.1 This scheme has been designed to meet local needs/priorities as identified by South Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assembly.

9.8.2 One supporter suggested a 'No Right Turn' restriction on Chesterfield Road. This type of restriction is also enforced by the Police and no greater enforcement could be expected.

9.8.3 Other measures, such as traffic calming and junction closures, have been explored by the Community Assembly to prevent through traffic from using



Smithy Wood Crescent, but these were beyond their budget.

**9.9 Any Interest Declared or Dispensation Granted**

None

**9.10 Reason for Exemption if Public/Press Excluded During Consideration**

None

**9.11 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

**9.12 Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing.

**10. BUCHANAN ROAD - CHAUCER PUBLIC REALM IMPROVEMENTS**

10.1 The Executive Director, Place submitted a report on objections had been received to the advertised Traffic Regulation Orders in relation to the Chaucer Public Realm improvements project. The report acknowledged and addressed those objections and recommended that, subject to minor changes, the scheme is approved.

10.2 **RESOLVED:** That the Committee:-

- (a) approves the amendments to provide additional parking spaces in the vicinity of the Buchanan Road shopping centre, as shown in Appendix D of the report;
- (b) approves the removal of the restrictions outside the houses 272 to 290 Buchanan Road;
- (c) overrules the objections to the proposed Traffic Regulation Orders and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984; and
- (d) requests that the objectors are informed of the decision.

**10.3 Reasons for Decision**

10.3.1 The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.

10.3.2 The removal of the slip road enables a large public realm area to be

created, thus much improving the setting of the parade of shops. This should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.

10.3.4 A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

10.4 **Alternatives Considered and Rejected**

10.4.1 Widening of the service road has been considered in accordance with the objectors' wishes but this option would greatly reduce the impact of the improved public realm area and the level of parking.

10.4.2 The removal of the chicane has increased parking opportunities as it has removed one element of the public realm. However, the loss of this element is not considered to be significant and it will also lessen the long term maintenance liability.

10.5 **Any Interest Declared or Dispensation Granted**

None

10.6 **Reason for Exemption if Public/Press Excluded During Consideration**

None

10.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

10.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing.

**11. INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM 2013-14**

11.1 The Executive Director, Place submitted a report on the delivery of a programme of transport projects funded nationally, including the Local Transport Plan (LTP), Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) and setting out the current priorities for delivery prior to approval of the Council's budget.

11.2 **RESOLVED:** That the Committee:-

(a) welcomes the additional transport funding that is being allocated in 2012/13 and 2013/14;

(b) endorses the current 2012/13 and 2013/14 programmes for Local

Sustainable Transport Funds and Better Buses Area Funds as approved by the Department for Transport;

- (c) notes the differing levels of flexibility available for the various funding streams;
- (d) approves the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year; and
- (e) instructs the Executive Director, Place to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

### **11.3 Reasons for Decision**

- 11.3.1 Council Officers have worked with South Yorkshire partners, South Yorkshire Integrated Transport Authority Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

### **11.4 Alternatives Considered and Rejected**

- 11.4.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal is based on the City Council working with South Yorkshire partners and Cabinet Lead Members on Transport, Highways and Environmental matters to ensure that the proposed LTP capital programme for 2013/14 meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP whilst maximising the opportunities presented through the "Streets Ahead" Programme.
- 11.4.2 For LSTF and Better Buses, alternative options are limited as the bids were based on delivering specific types of outputs and outcomes. However, within that scope, there is some flexibility to change the specific locations of interventions.

### **11.5 Any Interest Declared or Dispensation Granted**

None

### **11.6 Reason for Exemption if Public/Press Excluded During Consideration**

None

### **11.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

11.8 **Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing.

**12. UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEME**

12.1 Further to the decision of this Committee at its meeting on 12th July 2012 to defer a decision on the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe, subject to further consideration of the history and background of the scheme, the Executive Director, Place submitted a report that included further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

12.2 Councillor Isobel Bowler referred to correspondence she had received from a resident at Upperthorpe. Cate Jockel (Senior Transport Planner) had also received that correspondence and indicated that the resident did not want double yellow lines along Upperthorpe. Since the consultation plan, the length of the double yellow lines had been reduced by about 50%. It was intended that officers would contact the resident to discuss this issue further. John Bann (Head of Transport, Traffic and Parking Services) stated that all the TRO did not need to be implemented at this time and it would be possible to implement some parts at a later date.

12.3 **RESOLVED:** That the Committee:-

- (a) approves making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A of the report;
- (b) approves the implementation of those parts of the Order concerning double yellow lines, single yellow lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access;
- (c) does not approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time;
- (d) notes that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe;
- (e) requests the Head of Transport, Traffic and Parking Services to arrange a meeting with the resident now mentioned regarding the extent of the yellow lines on Upperthorpe and if they can be varied;

and

- (f) requests that, arising from the information reported by the Head of Transport, Traffic and Parking Services, the request for road safety measures at the junction of Upperthorpe, Springvale Road and Commonsides, contained in the petition reported to the meeting of this Committee on 8 November 2012, is included in the Central Community Assembly's list of highway schemes to be considered when the Streets Ahead project is in the Assembly's area.

**12.4 Reasons for Decision**

- 12.4.1 To respond to local resident feedback through local Councillors by implementing those parts of the scheme that support local safety and assist bus services and disabled residents.
- 12.4.2 To approve making the Traffic Regulation Order for the whole scheme so that, if circumstances change (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part, subject to a further report to this Committee.

**12.5 Alternatives Considered and Rejected**

- 12.5.1 Alternative options considered were full implementation of the advertised scheme and the do nothing option.

**12.6 Any Interest Declared or Dispensation Granted**

None

**12.7 Reason for Exemption if Public/Press Excluded During Consideration**

None

**12.8 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

**12.9 Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing.

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## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 10 JANUARY 2013

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Sue McGrail 0114 2734404

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**Summary:**

List of outstanding petitions received by Transport & Highways

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**Recommendations:**

To Note

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**Background Papers:** None

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**Category of Report:** OPEN

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No.	No. of Sigs	Description Of The Petition	Reported To Meeting On		Responsibility	Outcome Of Investigation To Be Reported To	Comments	
1.	105	Request for a pedestrian crossing concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14	4	11	Transport Vision	Northern Community Assembly	To add scheme to NCA major highways schemes list and report this to the Community Assembly.
2.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13	10	11	Project Delivery North	North East Community Assembly	Under Investigation. To report to Community Assembly in January 2013
3.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9	2	12	Project Delivery South	South Community Assembly	Report to be prepared for consideration by South Community Assembly in December 2012
4.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8	3	12	Transport Vision	Cabinet Highways Committee	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.
5.	750	Mr Chris French, Riverside Café 80 Catchbar Lane Hillsborough S6 1TA	11	10	12	Project Delivery Central	Central Community Assembly	Under investigation. To report to Central Community Assembly
6.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11	10	12	Traffic Regulations	Cabinet Highways Committee	Under investigation
7.	1490	Safe pedestrian access between Wincobank and Meadowhall	11	10	12	Transport Vision	North East Community Assembly	Under investigation
8.	17	Mrs Doreen Beckett with regards to parking issues on Farm Bank Road, S2 2RW	8	11	12	Project Delivery Central	East Community Assembly	Under investigation



CABINET HIGHWAYS COMMITTEE

OUTSTANDING PETITIONS

21 December 2012

9.	61	Requesting road measures at the junction of Welbeck Road and Fern Road	8	11	12	Project Delivery Central	Central Community Assembly	Under investigation
10.	13	Objecting to the Experimental Traffic Regulation order for Taxi Ranks on Carver Street	05	12	12	Transport Vision	Cabinet Highway Committee	To be considered during review of the ETRO and report of objections to the order
11.	95	Objecting to Experimental Traffic Regulation Order for Taxi Ranks on Rockingham Street	05	12	12	Transport Vision	Cabinet Highway Committee	To be considered during review of the ETRO and report of objections to the order

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## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

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**Report of:** Executive Director, Place

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**Date:** 10 January 2013

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**Subject:** Sheffield 20mph Speed Limit Strategy:  
Objections to proposed 20mph speed limits in the Lowedges  
and Woodthorpe areas

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**Author of Report:** Simon Nelson, 2736176

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**Summary:**

To report the receipt of objections to the introduction of a 20mph speed limits in the Lowedges and Woodthorpe areas.

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**Reasons for Recommendations:**

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.

The introduction of a 20mph speed limit in these areas forms part of the City's approved 20mph Speed Limit Strategy.

**Recommendations:**

Overrule the objections to the introduction of a 20mph speed limit in Lowedges, and make the Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.

Overrule the objections to the introduction of a 20mph speed limit in Woodthorpe, and make the Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

---

**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: Matthew Bullock
<b>Legal Implications</b>
YES Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES Cleared by: Ian Oldershaw
<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>
South and East Community Assemblies
<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

## SHEFFIELD 20MPH SPEED LIMIT STRATEGY: OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN THE LOWEDGES AND WOODTHORPE AREAS

### 1.0 SUMMARY

1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the Lowedges and Woodthorpe areas.

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

2.1 Reducing the average speed of drivers in residential areas would, over time, bring about a reduction in the number and severity of traffic accidents, thus helping to create *safe and secure communities*. Implementing the schemes described in this report together with an ongoing programme of publicity and driver education would contribute to the creation of a safer residential environment and a *Great Place to Live*.

### 3.0 OUTCOME AND SUSTAINABILITY

3.1 These schemes represent a first step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This 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*); and
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a culture where the car is not always the first choice*)

### 4.0 REPORT

#### Introduction

4.1 On 8<sup>th</sup> March 2012 Cabinet Highways Committee approved the Sheffield 20mph Speed Limit Strategy, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. It was agreed that the first stage of implementation of the strategy would be the introduction of seven 20mph speed limit areas, one within each Community Assembly, during the financial years 2012/13 and 2013/14. The new speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic calming measures such as road humps.

4.2 On 13<sup>th</sup> September 2012 Cabinet Highways Committee approved an implementation programme for the introduction of a 20mph speed limit in seven areas: Lowedges, Woodthorpe, Steel Bank, Upperthorpe, Parson Cross (west), Spink Hall (Stocksbridge) and Charnock. It was agreed that

the Lowedges and Woodthorpe 20mph areas would be introduced first, ideally by the end of the current financial year.

### Consultation

- 4.3 Approximately 5,000 households within Lowedges and Woodthorpe received leaflets informing residents about the proposals and inviting comment or objections to the introduction of the 20mph Speed Limit Order (see [Appendix A](#)). The responses are summarised below:

	Lowedges	Woodthorpe
Support	8	8
Object	1	3

The four objections relate to the principle of introducing sign-only 20mph speed limits. The objectors each feel that the new speed limit will not be observed and would therefore be a waste of money.

- 4.4 The Head of the Road Policing Group has issued the following statement on behalf of South Yorkshire Police:

*“The South Yorkshire Safer Roads Partnership has worked hard to achieve significant reductions in the numbers of collisions on our local roads. We have achieved all our agreed targets in reducing the number of people who are killed or seriously injured over the last few years however, we know that this success brings little comfort to the individuals, friends and families of those who are victims of such collisions.*

*It is well known that speed is a primary cause of collisions that result in death or serious injury and pedestrians and cyclists are the most vulnerable road users when in the presence of speeding vehicles. Within our local residential areas we know that the collision rates, when these factors come into play, are too high and need to be addressed.*

*South Yorkshire Police working alongside their colleagues in the Safer Roads partnership share the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal.”*

- 4.5 The South Yorkshire Fire and Rescue Service have confirmed it has no objections to the proposals. No response has been received from the Yorkshire Ambulance Service.
- 4.6 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy. It has consulted with bus operators about the proposals for Lowedges and Woodthorpe and has received no objections. TM Travel has indicated its support for the Lowedges scheme.

## Discussion

- 4.7 The March 2012 report summarised the available research into the likely effects of sign-only 20mph speed limits. It was acknowledged that similar schemes in other cities had yielded only marginal reductions in speed, typically between 1 and 2mph.
- 4.8 It went on to suggest that the key to realising substantially lower speeds on our residential roads lies less in traffic signs and enforcement than in affecting a fundamental shift in attitude. The aim therefore is to build a widespread and longstanding community acceptance that 20mph is the appropriate maximum speed to travel in residential areas. Ultimately, the success or otherwise of these schemes lies primarily in the hands of the residents of Lowedges and Woodthorpe.
- 4.9 As it will be some time before the long term benefits of 20mph speed limits can be fully realised and evaluated it was suggested that a sensible approach would be to make progress on a staged basis, particularly given the current budget constraints. The seven pilot sign-only 20mph schemes will allow time for further evaluation of the enduring speed reduction and safety benefits of schemes implemented elsewhere.

## Relevant Implications

- 4.10 The two 20mph areas described in this report are to be funded from an approved allocation from this year's 2012/13 Local Transport Plan (LTP) programme. The financial allocations include an allowance for:
- a commuted sum to cover the cost of the future maintenance, payable to Amey under the terms of the Streets Ahead contract; and
  - ongoing publicity to promote the benefits of lower speeds in residential areas
- 4.11 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.
- 4.12 An Equality Impact Assessment was conducted for the September 2012 report and concluded that safer roads and reduced numbers of accidents involving traffic and pedestrians would fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (i.e. the young, elderly, disabled and carers) would particularly benefit from this initiative. No negative equality impacts were identified.

## 5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.

## 6.0 REASONS FOR RECOMMENDATIONS

6.1 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.

6.2 The introduction of a 20mph speed limit in these areas forms part of the City's approved 20mph Speed Limit Strategy.

## 7.0 RECOMMENDATIONS

7.1 Overrule the objections to the introduction of a 20mph speed limit in Lowedges, and make the Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.

7.2 Overrule the objections to the introduction of a 20mph speed limit in Woodthorpe, and make the Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.

7.3 Inform the objectors accordingly.

Simon Green  
Executive Director, Place

10 January 2013



Help us make our roads safer!

**20**

20mph SPEED LIMIT

LOWEDGES

We want to reduce the speed limit to 20mph from 30mph in Lowedges

Sheffield City Council



**Why are we doing this?**

Reducing the speed limit to 20 mph will mean:

- There are likely to be fewer accidents.
- People are more likely to cycle and walk.
- Anyone involved in a collision is less likely to be seriously injured. You are far less likely to be seriously injured if struck by a vehicle travelling at 20 mph than at 30 mph.

**What happens next?**

We plan to start the new speed limit in Spring 2013.

**Have your say**

If you have any questions or comments please contact:

**Simon Nelson, telephone: 0114 273 6176**  
**email: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)**  
**[www.sheffield.gov.uk/20mph](http://www.sheffield.gov.uk/20mph)**

If you wish to object, please put this in writing to:  
 Transport, Traffic & Parking Services  
 2-10 Carbrook Hall Road  
 Sheffield S9 2DB

**Formal objections must be received by Friday 7 December 2012**

This document can be supplied in alternative formats, please contact 0114 273 6176

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DP10794



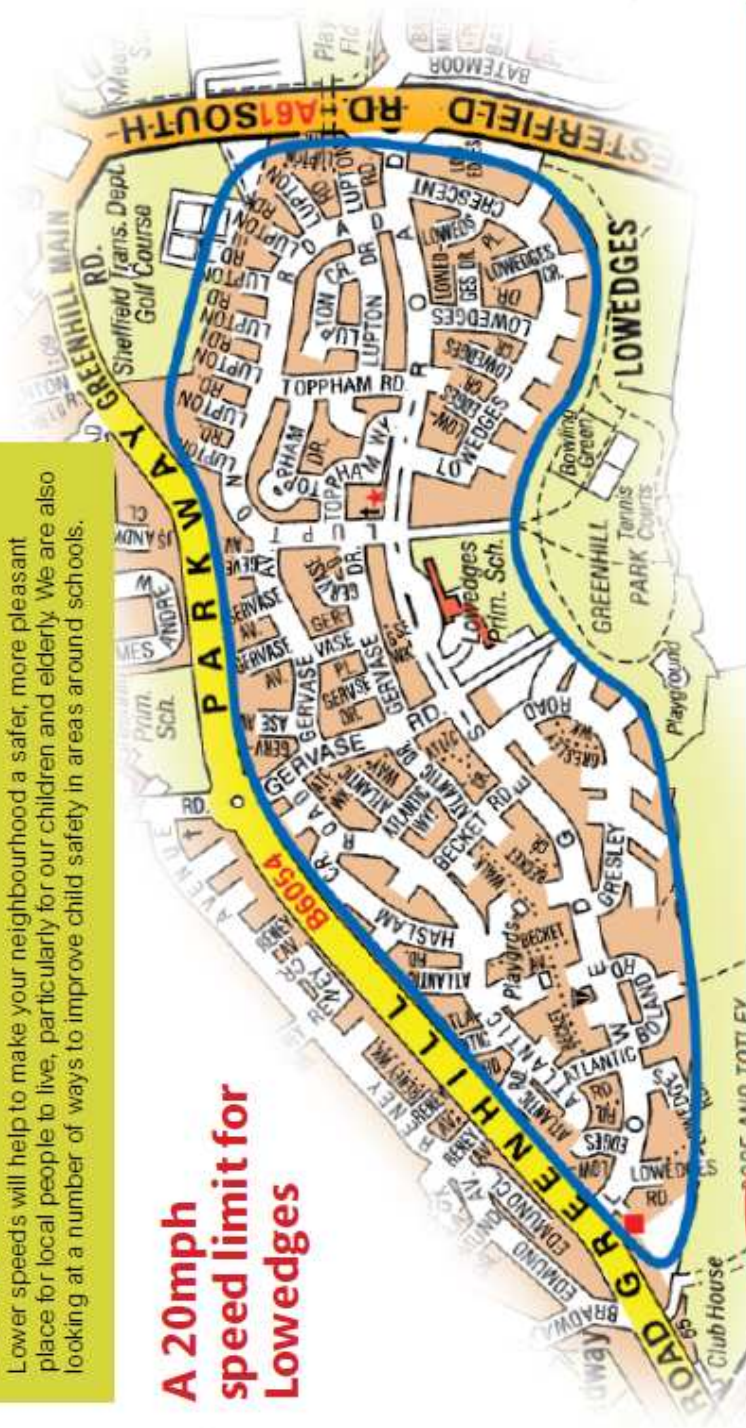
We really want to reduce the number of accidents on our roads in Sheffield.

To help us do this we want to reduce the speed limit to **20mph** from 30mph in Lowedges.

Lower speeds will help to make your neighbourhood a safer, more pleasant place for local people to live, particularly for our children and elderly. We are also looking at a number of ways to improve child safety in areas around schools.

## A 20mph speed limit for Lowedges

The boundary of the Lowedges 20mph speed limit is outlined in blue on the map below.



What will the new 20mph areas look like?

The entrance to the new area will have speed limit signs to let drivers know the new speed limit. The area will also have small signs mounted on lamp posts to remind drivers of the new lower limit. There will be no traffic calming measures such as road humps, as we don't have the funding available for these.







### Why are we doing this?

Reducing the speed limit to 20 mph will mean:

- There are likely to be fewer accidents.
- People are more likely to cycle and walk.
- Anyone involved in a collision is less likely to be seriously injured. You are far less likely to be seriously injured if struck by a vehicle travelling at 20 mph than at 30 mph.

### What happens next?

We plan to start the new speed limit in Spring 2013.

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If you have any questions or comments please contact:  
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**email: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)**  
**[www.sheffield.gov.uk/20mph](http://www.sheffield.gov.uk/20mph)**

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DP10704





Help us make our roads safer!

We want to reduce the speed limit to 20mph from 30mph in Woodthorpe



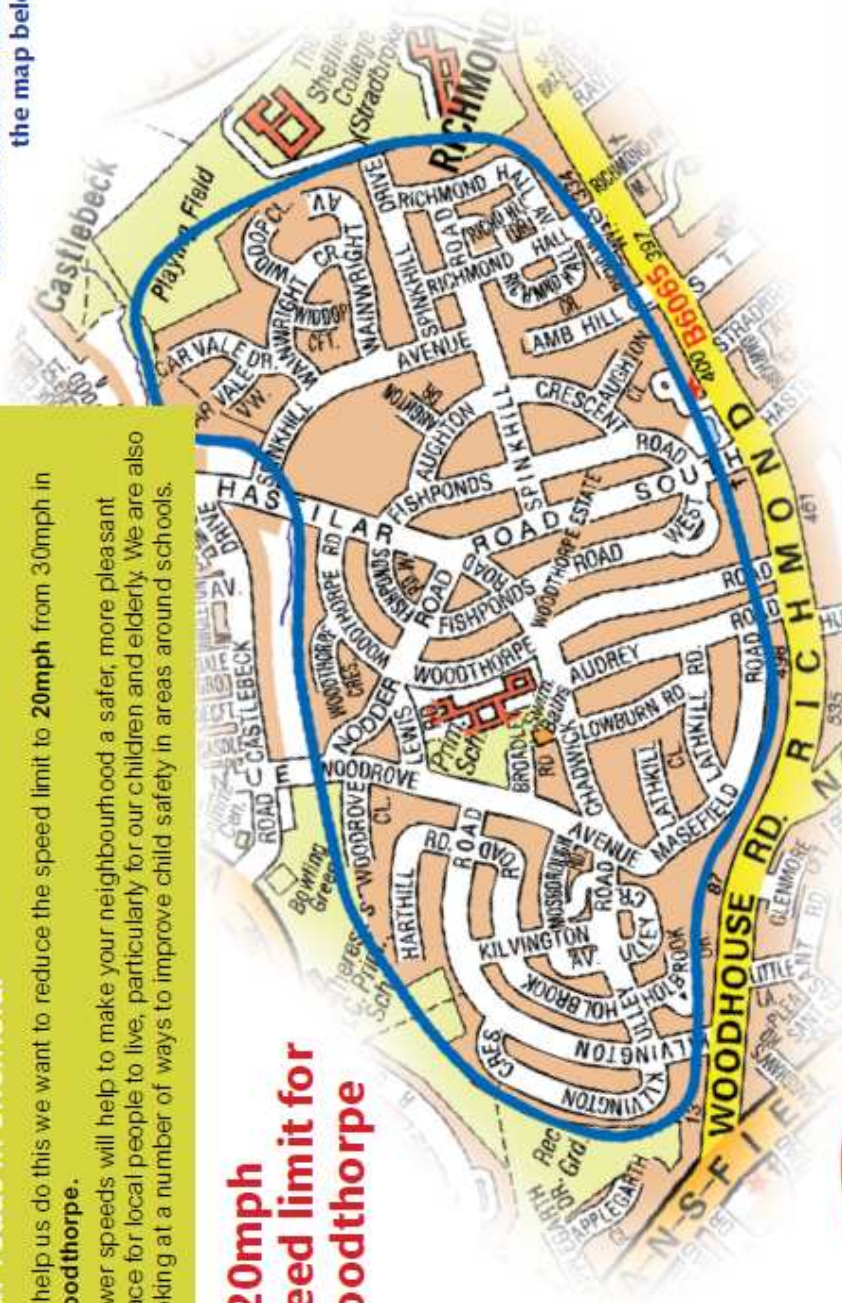
We really want to reduce the number of accidents on our roads in Sheffield.

To help us do this we want to reduce the speed limit to **20mph** from 30mph in **Woodthorpe**.

Lower speeds will help to make your neighbourhood a safer, more pleasant place for local people to live, particularly for our children and elderly. We are also looking at a number of ways to improve child safety in areas around schools.

## A 20mph speed limit for Woodthorpe

The boundary of the Woodthorpe 20mph speed limit is outlined in blue on the map below.



What will the new 20mph areas look like?



The entrance to the new area will have speed limit signs to let drivers know the new speed limit. The area will also have small signs mounted on lamp posts to remind drivers of the new lower limit. There will be no traffic calming measures such as road humps, as we don't have the funding available for these.



## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

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**Report of:** Executive Director, Place

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**Date:** 10 January 2013

---

**Subject:** A Vision for Safer Roads in Sheffield

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**Author of Report:** Susie Pryor, 273 4192

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**Summary:**

A Vision for Safer Roads in Sheffield is about our approach to Road Safety between 2011 and 2026. Our vision is to maximise safety on our roads, and contribute to making Sheffield a great place to live, by creating a safer environment and encouraging safer behaviour on our road network.

The Vision for Safer Roads in Sheffield will help contribute to the social, economic and environmental improvements we want to happen in the city and will be our key to deliver each of the objectives of 'Standing up for Sheffield'.

This report sets out our aspirations and what we want to do in the short term and over the long term for the next 15 years.

---

**Reasons for Recommendations:**

Cabinet Highways Committee is asked to approve 'A Vision for Safer Roads in Sheffield' so that the Council has a clear strategic approach to Road Safety for the next 15 years.

The 'Vision for Safer Roads in Sheffield' will, in the long term, reduce the number and severity of collisions and casualties, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

**Recommendations:**

- 7.1 Approve 'A Vision for Safer Roads in Sheffield'
- 7.2 Consult on 'A Vision for Safer Roads in Sheffield' with all relevant stakeholders
- 7.3 Incorporate 'A Vision for Safer Roads in Sheffield' into the revised 'A Vision for Excellent Transport in Sheffield'.

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**Background Papers:** NONE

**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
NO Cleared by: Matthew Bullock
<b>Legal Implications</b>
YES Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES Cleared by: Ian Oldershaw
<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>
All
<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>
YES

## A VISION FOR SAFER ROADS IN SHEFFIELD

### 1.0 SUMMARY

1.1 'A vision for Safer Roads in Sheffield' is about our approach to Road Safety between 2011 and 2026. Our vision is to maximise safety on our roads, and contribute to making Sheffield a great place to live, by creating a safer environment and encouraging safer behaviour on our road network.

1.2 Our Vision for Safer Roads in Sheffield will help contribute to the social, economic and environmental improvements we want to happen in the city and will be our key to deliver each of the objectives in 'Standing up for Sheffield':

- A strong and competitive economy
- Better health and well being
- Successful young people
- Tackling poverty and increasing social justice
- Safe and secure communities
- A great place to live
- An environmentally responsible city
- Vibrant city

1.3 The 'Vision for Safer Roads in Sheffield' sets out our aspirations and what we want to do in the short term and over the long term for the next 15 years.

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

2.1 The 'Vision for Safer Roads in Sheffield' will, over time, bring about a reduction in the number and severity of traffic accidents, thus helping to create *safe and secure communities*. Implementing the road safety strategies described in the vision together with an ongoing programme of publicity and driver education will contribute to the creation of a safer residential environment and a *Great Place to Live*.

### 3.0 OUTCOME AND SUSTAINABILITY

3.1 The 'Vision for Safer Roads in Sheffield' 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*
- Policy X: *To work with the Police to enforce traffic laws*
- Policy Y: *To focus safety efforts on vulnerable groups and*

the Council's Vision For Excellent Transport In Sheffield: *A better environment; a culture where the car is not always the first choice*

#### 4.0 REPORT

4.1 As well as setting out the City Council's strategic priorities 'A Vision for Safer Roads in Sheffield' is also the City Council's contribution to the third South Yorkshire wide Local Transport Plan (LTP3). This is important because the LTP determines how transport funding released by Department for Transport is spent in the local area over the next decade. More detail about how we aim to reduce casualties by using education, training and publicity is set out in the Appendix to LTP3, "Making South Yorkshire Roads Safer – The Way Forward. An Education, Training and Publicity Action Plan 2012-2015."

4.2 The Sheffield City Region (covering South Yorkshire and a number of districts in North Derbyshire and North Nottinghamshire) has a 15 year Transport Strategy in place which provides a strategic framework for LTP3. LTP3 covers South Yorkshire and will help the four districts along with South Yorkshire Passenger Transport Executive. The 'Making South Yorkshire Roads Safer' strategy has been developed and approved by South Yorkshire Safer Roads Partnership, which includes the Police, the Fire and Rescue service and Health Services.

4.3 A 'Vision for Safer Roads in Sheffield' is included in Appendix A. It sets out our aspirations and what we want to do in the short term and over the long term for the next 15 years. In developing 'A Vision for Safer Roads in Sheffield' we have taken this opportunity to look at our approach and the impacts in the widest sense. Road Safety can make a contribution to achieving many of the outcomes in the Council's Corporate Plan, whether they relate to economic, social or environmental goals.

4.4 Over the last 10 years, road casualties in Sheffield have fallen significantly, particularly for children.

Ten years ago, in 2002:

- 339 people were killed or seriously injured on our roads in Sheffield (60 of these were children).
- There were 2,238 slight injuries.

In 2011:

- 163 people were killed or seriously injured (28 of these children)
- There were 1,529 slight injuries.

4.5 Our progress has been good. However, we are not complacent. The trend and continued reductions will be harder to maintain and this means we have to innovate and find more effective ways to meet our goals and the broader transport aims.



- 4.6 Consultation on 'A Vision for Safer Roads in Sheffield' will be carried out with all relevant stakeholders including, The South Yorkshire Safer Roads Partnership, The 'Sheffield on the move' forum, Sheffield Chamber of Commerce and Industry and interested groups such as cyclists. The 'Vision for Safer Roads in Sheffield' will be incorporated into the 'Vision for Excellent Transport in Sheffield'. This is currently being revised to take into account 'Standing up for Sheffield'.

#### Relevant Implications

- 4.7 This report is not seeking approval for spend. 'A Vision for Safer Roads in Sheffield' is a strategy for the next 15 years, covering the period 2011-26. However, it will help direct spend over this period.
- 4.8 The Council has a statutory duty to collect and analyse data and to promote road safety and to ensure that any measures it takes 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.
- 4.9 An Equality Impact Assessment was conducted and concluded that safer roads and a reduced numbers of collisions involving traffic and pedestrians would fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (for example, the young, elderly, disabled and carers) would gain particular benefit. No negative equality impacts were identified.

#### 5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 An alternative option would be not to have 15 year Vision for Safer Roads in Sheffield. However this would mean that there would be no strategic long term, distinct plan for Road Safety in Sheffield, focussed on the City's priorities.

#### 6.0 REASONS FOR RECOMMENDATIONS

- 6.1 Cabinet is asked to approve 'A Vision for Safer Roads in Sheffield' so that the Council has a clear strategic approach to transport for the next 15 years.
- 6.2 The 'Vision for Safer Roads in Sheffield' will, in the long term, reduce the number and severity of collisions and casualties, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

7.0 RECOMMENDATIONS

7.1 Approve 'A Vision for Safer Roads in Sheffield'

7.2 Consult on 'A Vision for Safer Roads in Sheffield' with all relevant stakeholders.

7.3 Incorporate 'A Vision for Safer Roads in Sheffield' into the revised 'A Vision for Excellent Transport in Sheffield'.

Simon Green  
Executive Director, Place

10 January 2013

## Appendix A

### A Vision for Safer Roads in Sheffield (Draft)

#### 1.0 Introduction

- 1.1 'A Vision for Safer Roads in Sheffield' is about our approach to Road Safety between 2011 and 2026.
- 1.2 This document supports to the delivery of the 'Vision for Excellent Transport in Sheffield', the South Yorkshire Local Transport Plan 3, the South Yorkshire Safer Roads Partnership's 'Making South Yorkshire Roads Safer' strategy and Sheffield City Council's Corporate Plan 'Standing up for Sheffield'.

#### 2.0 Our vision for Road Safety

- 2.1 Our vision is to maximise safety on our roads, and contribute to making Sheffield a great place to live, by creating a safer environment and encouraging safer behaviour on our road network.
- 2.2 The South Yorkshire Local Transport Plan (LTP) has 4 main goals:
  - To support economic growth
  - To enhance social inclusion and health
  - To reduce emissions
  - **To maximise safety**
- 2.3 Our specific goals for Road Safety in Sheffield are to:
  - Encourage safer road use and reduce casualties on our roads, particularly those involving death or serious injury.
  - Focus safety efforts on vulnerable groups
  - To work with the Police to enforce traffic laws
  - **To have zero child fatalities on our roads – (DO WE SET OURSELVES THIS CHALLENGING AND CLEARLY MEASUREABLE PLUS ACCOUNTABLE TARGET?)**

#### 3.0 What does the Vision for Safer Roads in Sheffield mean?

- 3.1 Our Vision for Safer Roads in Sheffield will help contribute to the social, economic and environmental improvements we want to happen in the city and will be our key to deliver each of the objectives of 'Standing up for Sheffield'.

## **A strong and competitive economy**

- 3.2 Improving road safety in itself contributes to economic growth. In 2011 the economic welfare cost of reported road accidents in Great Britain was estimated at £15.6bn per annum (Road Casualties GB – Annual Report). This translates to a figure of over £245m per annum for South Yorkshire and £90m per annum for Sheffield (pro rata).
- 3.3 This lost output takes various forms, including the costs to the emergency and health service, the damage to property and vehicles and lost economic output from deaths and injuries. On top of this is the congestion and potentially long delays caused by incidents.
- 3.4 Road Safety schemes improve the effectiveness of existing infrastructure, reducing traffic related casualties and improving safety for all road users.

## **Better health and well being**

- 3.5 Road traffic casualties have a particularly strong correlation with deprivation. As we will be prioritising our work in the areas with the highest casualty rates, it will assist in reducing these health inequalities.
- 3.6 The Public Health White Paper 'Healthy Lives, Healthy People' proposes to roll out Health and Well-being Partnership Boards across the country. Casualty reduction and the key performance indicators will come within these Boards' remit.

## **Successful young people**

- 3.7 Children are the future of our city. We aim to ensure that all children, young people and adults in Sheffield achieve their full potential. We have a continuing responsibility to protect and promote the welfare of children and to keep children and young people safe.
- 3.8 Reducing the number of road casualties involving this group in the city remains a high priority. This is done through Road Safety engineering schemes, education and targeted enforcement. Road safety education for children and teenagers ensures that young people in Sheffield obtain a solid grounding in the safe and responsible use of the highway.

## **Tackling poverty and increasing social justice**

- 3.9 As well as road casualties and increased anxiety and danger, the growth in motorised transport has brought about other negative impacts in terms of noise, air and light pollution as well as visual intrusion from rail and road links. These impacts are often concentrated in certain areas and can

increase health inequality. Those living in deprived areas are particularly at risk from the negative impacts of transport.

- 3.10 A shift to more sustainable transport modes such as walking and cycling will both assist with these negative impacts and help reduce the number and severity of casualties as we firmly believe that reducing vehicle mileage will make our roads safer.

### **Safe and secure communities**

- 3.11 We want Sheffield communities to continue to be safe and secure. A reduction in the number and severity of road traffic casualties and collisions will make communities safer and feel safer.
- 3.12 Road safety schemes also help to reduce the fear of accidents and slower speeds contribute towards the creation of a more pleasant, accessible environment. An environment in which people will be encouraged to walk and cycle more without fear of danger.

### **A great place to live**

- 3.13 We want Sheffield to be a city that has successful places and sustainable communities with access to high quality housing, local services, shops, and jobs, as well as having excellent parks, streets and other physical infrastructure.
- 3.14 As well as reducing the number and severity of casualties, Road Safety schemes can encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

### **An environmentally responsible city**

- 3.15 The way we move about the city will play a significant role in reducing the amount of carbon dioxide produced by the city.
- 3.16 The 20mph strategy, which sees the introduction of a 20mph speed limit in residential areas across the City, will contribute to this and also increase the numbers of those choosing to walk or cycle.

### **Vibrant city**

- 3.17 We want Sheffield to be a city with the attributes it needs to prosper and where the quality of life make it somewhere people choose to live, work and do business.
- 3.18 Almost everyone who lives in the City and a large number who don't travel on our highway network on a frequent basis, whether as drivers, riders, passengers or pedestrians in order to go about their daily routines and to access essential services. Creating a safer environment and encouraging safer behaviour will improve the quality of life for all highway

users. A negative image of travelling around Sheffield can put people off visiting and doing business in the City.

#### **4.0 How we will achieve our vision**

4.1 By continuing to work within the South Yorkshire Safer Roads Partnership, we will:

- Continue to address road safety and seek improvements to reduce Killed and Seriously Injured casualties in particular and all casualties in general.
- Aim to reduce the casualty rates of some groups more quickly, such as children living in deprived areas, cyclists and young drivers.
- Improve road safety together by empowering the City's residents through local and community decision making.
- Make links with other local agendas such as Public Health and sustainable travel.
- Work with all road safety stakeholders to make the Vision for Safer Roads in Sheffield a reality.
- Effectively prioritise resources and use an evidence based approach to interventions and be data led, particularly to include any recommendations of the Fairness Commission.
- Prioritise the introduction of future Road Safety Engineering schemes by both their collision record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme.
- Continuing evaluation of and learning from Road Safety interventions
- Continue to explore and use innovative measures to address road safety.

4.2 In May 2011 the Government published the 'Strategic Framework for Road Safety' (SFRS). The framework has eight key themes and there is a strategic shift towards Road Safety Education, Training and Publicity (ETP) activity and its contribution to behavioural change.

4.3 The Government approach is effectively a shift away from the three E's – engineering, enforcement and education. Instead, there is a move towards the systems approach to problem solving, already used in public health delivery. This involves looking at specific road user groups, issues and risks. Interventions are formed using a four stage model: problem identification; analysing causes and risk factors; assessing options; and developing a successful implementation.

- 4.4 The framework also encourages Authorities to act locally so that decisions can be tailored to suit community needs.
- 4.5 There were no national road safety targets announced, however the centrally projected forecast is for a 40% reduction in killed or seriously injured casualties (KSIs) by 2020 and 47% by 2025.
- 4.6 Over the next ten years to 2021 our countywide aims in 'Making South Yorkshire Roads Safer' are to:
- reduce the total number of deaths and serious injuries arising from road traffic collisions (by 4% per annum based on a 5 year rolling average);
  - Reduce the number of deaths and serious injuries to children and young people [0 to 17 years inclusive] arising from road traffic collisions (by 5% per annum based on a 5 year rolling average);
  - Reduce the number of people with slight injuries as a result of traffic-related incidents (by 1% per annum based on a 5 year rolling average)
- 4.7 These will be the targets for the 'Safer Roads in Sheffield' vision. Over ten years this represents a forecast reduction in:
- All KSIs of 55 casualties, a reduction of 34%
  - Child KSIs of 11 casualties, a reduction of 40%
  - Slight injury of 146 casualties, a reduction of 10%
- 4.8 Additionally, SFRS puts forward an Outcomes Framework designed to help the Government and others to monitor progress and to be used against the figures for individual local authorities so that their progress can be compared against the national picture.
- 4.9 The Outcomes Framework suggests two key indicators based on 'rate' (rather than 'number') for highway authorities to monitor:-
- Rate of killed or seriously injured casualties per million people;
  - Rate of killed or seriously injured casualties per billion vehicle miles.

These indicators will be developed with the South Yorkshire Safer Roads Partnership and Government.

## **5.0 What we are already doing**

### **Road Safety Education, Training and Publicity (ETP):**

- 5.1 The Road Safety ETP Action Plan for South Yorkshire has been developed by the Safer Roads Partnership. The Safer Roads Partnership (SRP) is a multi-agency group consisting of senior representatives from:-
- South Yorkshire Police

- The four Local Highway Authorities of Barnsley MBC, Doncaster MBC, Rotherham MBC and Sheffield CC
- Health/Primary Care Trusts (PCTs)
- South Yorkshire Fire and Rescue
- South Yorkshire Passenger Transport Executive
- Highways Agency
- Yorkshire Ambulance
- Peak District National Park
- University of Sheffield
- South Yorkshire Safety Camera Partnership (SCP)
- South Yorkshire LTP Central Team

5.2 The key principle of the SRP is collective responsibility for safety across the county, collision prevention, risk and casualty reduction which in turn will drive and be driven by behavioural change.

5.3 The top twenty postcodes of where most casualties groups live have been identified. Seven of the key groups are children or young people and by focussing on the schools or colleges in postcodes with the highest casualties we are most likely to be addressing those most at risk.

5.4 ETP Interventions include:

- Raising road safety awareness in primary and secondary schools, colleges and training institutions. This includes events, class sessions and assemblies with age and national curriculum relevant content using a wide range of resources to deliver a range of different road safety messages.
- Practical road-side pedestrian training
- Theatre in education targeted at those schools in areas with higher casualty rates
- Bike Safe training for motorcyclists
- Bikeability training for cyclists
- Almost all children in mainstream schools aged 10/11 attend 'Crucial Crew'. An additional 'Crucial Crew' event is held for special schools.
- Work has also taken place with older pedestrians and bus companies to raise awareness of road safety.
- Drive for Life – Evaluating and expanding where justified 'Drive for Life' and 'Learn Safe Drive Safe' and other initiatives aimed at young drivers and riders.



- Work with businesses to promote, train and strategically embed eco-safe driving. This intervention addresses organisational culture and provides a driver with the key skills required to reduce the impact vehicle use has on the environment whilst improving road user safety.
- ETP work is carried out in high priority areas. There is a provision of resources for teachers etc. to use themselves available to schools in the lower priority areas.

### **Road Safety Engineering:**

#### 5.5 Road Safety Engineering Interventions include:

- Accident Savings Schemes – engineering works to reduce Killed or Seriously Injured casualties (KSIs) on the roads. Prioritising roads and junctions with the highest accident rates.
- A 20mph Speed Limit Strategy for Sheffield. This was approved by Cabinet in March 2012.
- Review of waiting restrictions at every school entrance in Sheffield.
- School Entrance Schemes – engineering measures to improve safety outside schools.
- Citywide programme of Speed Indicator Devices (Smiley SIDs). There are currently 23 signs being rotated around the City responding to community concern.
- Portable Vehicle Actuated Signs (VAS) – sited at sections of road with a history of fatal and serious accidents relating to excessive speeds.
- Countywide Road Safety Initiatives Group (CRISP) – a countywide programme of tackling road accidents and reducing casualties on main roads.
- Locally led Road Safety schemes to tackle casualties and perceived danger.
- Road safety audit - identifying any road safety concerns in a highway scheme and where possible to recommend measures that would reduce the risk of accidents occurring in the resultant scheme.
- Early Action schemes – a rapid response at the scene of fatal or life changing collisions to review the need for measures in response to the collision.

5.6 In line with South Yorkshire Safer Roads Strategy, the South Yorkshire Roads Policing group concentrate on more serious traffic offences likely to result in fatal and serious accidents such as speeding, drug/drink driving, seat belt wearing and dangerous driving.

5.7 We will explore the scope and potential for Sheffield City Council to enforce moving traffic offences if Central Government enact part 6 of the Traffic Management Act 2004. Across the City abuse of prescribed or banned turns, one-way orders and cycle lanes for example, is increasing risk and danger. Reducing conflict and exposure to risk on the City's roads will have a positive effect on road safety, not only to drivers and riders but also to other more vulnerable road users. Enforcement of dangerous parking outside schools with mobile cameras will also be carried out.

## **6.0 What we will do to achieve our vision**

### **6.1 The next 5 years:**

Including:

- We will continue to prioritise road safety engineering schemes based on an assessment of routes and spots with the highest Killed or Seriously Injured casualty rates.
- Focus on reducing child and cyclist casualties, particularly in deprived areas.
- Work will also focus on the key road user groups that have the highest casualties. So that activity can be effectively targeted, 10 more precise groups have been identified and all effort will be geared to ensuring casualty rates decrease amongst these road user groups.
  - Young Drivers (17-24)
  - Driving for Work
  - Powered two wheel > 125cc
  - Powered two wheel < 125cc
  - Adult Cyclists
  - Child Cyclists (up to 15)
  - Young Adult Pedestrians (17-24)
  - Secondary School Age Pedestrians (11-16)
  - Primary School Age Pedestrians (5-10)
  - Pre-School Age

Action Plans have been produced for each of these groups

- Social marketing and profiling tools will be used to determine in more detail who is most at risk and how we can reach them. Closer

work with the Police to use expertise in profiling criminal behaviour. This will be applied to both road safety and travel behaviour change work.

- Research across all of the target groups indicates that on-going activity is far more effective than 'one-off' interventions, highlighting the need to draw our interventions together across the Safer Roads Partnership more effectively into a cohesive package for each target group.
- We will use more learner-centred and coaching techniques as used in the Learn Safe Drive Safe project and will develop more hazard perception training for young drivers.
- We will introduce seven 20mph speed limit areas as part of the 20mph Strategy for Sheffield. Engaging local communities in this process, including developing a 'hearts and minds' publicity campaign. Then prioritise 20mph speed limits in residential areas based on a 'worst first' basis.
- Deliver road safety programmes by engaging local people
- Continue the citywide programme of Speed Indicator Devices (Smiley SIDs).
- Expand the role and remit of Road Safety Audit process
- Look at closer working across South Yorkshire and the Sheffield City Region as part of the South Yorkshire Transport and Highways resources review, particularly in relation to travel behaviour change.
- Continually review our strategy and action plan in response to performance against our indicators, available finances and changing social and political conditions.

## **7.0 The next 15 years:**

### **7.1 Including:**

- Maintaining progress in reducing collisions and casualty rates
- Reverse the trend in motorcycle and cycle casualty rates
- Reduce casualty rates in deprived areas.
- Continue to review and evaluate local safety schemes so we know what works and what has given best value for money.

- A 20mph speed limit in all suitable residential areas of the City, supported by the majority of residents and road users across the City.
- Closer working with other agencies, such as Public Health. An important part of the public health agenda relates to tackling inequalities. Road traffic casualties have a particularly strong correlation with deprivation.
- Continue to fully engage in the Countywide Safer Road Partnership
- Co-ordination of Education, Training and Publicity work across South Yorkshire and the Sheffield City Region.