

# Cabinet Highways Committee

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**Thursday 14 March 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  
14 MARCH 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 14 February 2013
- 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  
To report the receipt of (a) an e-petition, containing 172 signatures requesting a pedestrian crossing on Hutcliffe Wood Road and (b) a petition, containing 16 signatures, requesting additional parking spaces on Bellhouse Road.
  - (b) Outstanding Petitions  
Report of the Executive Director, Place
- 9. Objections to Proposed Traffic Regulation Orders (TROS) Associated with School Keep Clear Markings and Waiting Restrictions Outside Carfield, Meersbrook Bank and Hunters Bar Schools**  
Report of the Executive Director, Place
- 10. Objections to Proposed 20mph Speed Limit in the Parson Cross and Upperthorpe Areas**  
Report of the Executive Director, Place
- 11. Objections to Proposed 20mph Speed Limits in High Green, North of Wortley Road**  
Report of Executive Director, Place

- 12. Proposed Pedestrian Facilities Crookes Road/Nile Street/Fulwood Road/Whitham Road, Broomhill**  
Report of the Executive Director, Place

**NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 11 April 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 14 February 2013**

**PRESENT:** Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott

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**1. APOLOGIES FOR ABSENCE**

1.1 There were no apologies for absence.

**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 10 January 2013 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 Cycle Safety Audits

Matt Turner asked the following question in relation to Cycle Safety Audits:-

‘Sheffield City Council has had a policy of undertaking cycle safety audits for all transport schemes over £50,000 since 2006. This commitment was made in a Council motion passed in 2007 as well as the Sheffield Cycle Action Plan of April 2006 and the South Yorkshire Cycle Action Plan of April 2011. I’ve seen no evidence that this policy has ever been implemented and believe that the lack of cycle audits has contributed to the dangerous conditions cyclists experience on the roads of Sheffield. Why has this policy never been implemented and what work is being done to ensure it will be implemented swiftly?’

In response, the Chair, Councillor Leigh Bramall commented that he had only been made aware of the issue recently. He thanked the questioner and other cyclists for raising the issue and reported that the issue would be discussed at the next meeting of the Cycle Forum in March.

5.2 Ecclesall Road Smart Route

Mrs Platts raised a number of questions, on behalf of local residents, in relation to

the Ecclesall Road Smart Route. The Chair agreed to take the questions away and respond to the questioner and local residents directly.

**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 a petition containing 9 signatures objecting to speeding vehicles on Walkley Bank Road and that a report would be submitted to a future meeting of this Highways Committee

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. Members requested that the description of petition number 5 be amended to outline the reasons for the petition.

The Head of Transport, Traffic and Parking Services reported that he had liaised with members of the South West Community Assembly in relation to the request for improved parking facilities for customers using Millhouses Shopping Centre. The use of the Abbeydale Grange School site had been ruled out for safety reasons. Millhouses Pub had offered the use of their car park. There was, however, no immediate solution and local businesses were not supportive of any parking restrictions in the area.

**8. RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER TO INTRODUCE PARKING RESTRICTIONS ON CLIFFEFIELD ROAD AND MEERSBROOK AVENUE**

- 9.1 The Executive Director, Place submitted a report setting out the public response to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions on the junction of Cliffe Field Road and Meersbrook Avenue to prevent vehicles parking and improve visibility for motorists and other road users.

- 9.2 Mr Mason, a local resident, attended the meeting to make representations in support of the proposals. He commented that he welcomed the proposals as parking on Meersbrook Avenue had made the area dangerous as it was often difficult to see past the parked cars when pulling out of his driveway. He also reported that cars had been blocking his driveway on occasions and damage had been caused to his car.

- 9.3 **RESOLVED:** That the Committee:-

- (a) overrules the objection to the proposed traffic regulations on Cliffefield Road and Meersbrook Avenue and introduce the restrictions as shown in the plan in Appendix A to the report;
- (b) resolves that the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) requests that all respondents be informed of the Committee's decision.

#### **9.4 Reasons for Decision**

- 9.4.1 The Traffic Regulation Order for this scheme was necessary to introduce the proposed parking restrictions with a view to resolving problems which have been raised by a local resident.
- 9.4.2 Community Assembly Members and officers had given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation was considered to be a balanced attempt to address residents concerns and aspirations.

#### **9.5 Alternatives Considered and Rejected**

- 9.5.1 This scheme had been designed to meet local needs/priorities as identified by South Community Assembly Members. The proposals put forward were considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assembly.
- 9.5.2 A reduction in the length of the proposed restriction to 5 metres on each length of the junction was an option which could be considered. This course of action had been adopted previously by Members in similar circumstances. However, it was not something which it was felt could be justified on this occasion because of the narrow road widths and tightness of the corners.
- 9.5.3 A further option would be to do nothing at all but this would result in a potentially dangerous situation remaining unresolved.

### **9. OBJECTIONS TO SOUTH LANE TRAFFIC REGULATION ORDER**

- 10.1 The Executive Director, Place submitted a report describing the proposed camera enforcement scheme at South Lane and also reported on the feedback from two rounds of public consultation, including an objection to the advertised Traffic Regulation Order.
- 10.2 Nathan Broadhead, representing the South Yorkshire Passenger Transport Executive (SYPTTE), attended the meeting to make representations in support of the proposals. He reported that the SYPTTE had been working closely with the Council on the scheme. They had agreed to amend the hours of operation to 0700 hours to 1900 hours, Monday to Saturday, in response to representations received

and requested that Members approve the proposals.

10.3 **RESOLVED:** That the Committee:-

- (a) overrules the objection to the Traffic Regulation Order and requests that the objector be advised accordingly;
- (b) requests that the detailed design and implementation of the proposals be completed as illustrated in Appendix D to the report; and
- (c) requests that the relevant Traffic Regulation Orders be advertised to allow additional evening parking spaces on South Lane and short stay parking on Cumberland Street and they be implemented should there be no objections.

10.4 **Reasons for Decision**

10.4. Council Officers have worked with the market developers, South Yorkshire  
1 Passenger Transport Executive, local bus operators and local businesses to ensure that the proposed scheme meets the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield', and 'Better Buses' while trying to improve pick up/drop off arrangements and on street parking issues in the area too.

10.5 **Alternatives Considered and Rejected**

10.5. *Do Nothing:* Should nothing happen, the existing level of abuse will continue and  
1 additional traffic associated with the markets development may also take the opportunity to use South Lane and Cumberland Street to access or leave the City Centre. This option would not meet the planning condition for the markets development and would worsen the existing situation for public transport users so this was not seen as feasible.

10.5. *Enforce at the existing bus gate:* Before a bus gate was enforced, the Council  
2 needed to make sure that drivers had a well signed "escape" route", thus enabling people who enter an area by mistake to exit without fear of being penalised. It was not possible to provide such a route on Cumberland Street so drivers were more likely to inadvertently receive a Penalty Charge Notice, so this option was not seen as feasible.

10.5. *Implement the new bus gate, but don't enforce it:* Implementing the new bus gate  
3 but not enforcing it was feasible. However, this option would not meet the planning condition for the markets development and could worsen the existing situation for public transport users so it was not proposed to progress with this option. In addition, previous market research had established that there was public support for proper enforcement of bus and tram gates and lanes in Sheffield.

**10. HILLSBOROUGH PERMIT PARKING REVIEW**

11.1 The Executive Director, Place submitted a report informing Members of the comments received following the public consultation on the review of the

Hillsborough Permit Parking Scheme, together with recommendations for further work and possible changes to existing parking restrictions.

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

(a) approves the removal of the following streets from further consultation and survey work adjacent to the current scheme boundary and requests that those people who responded to the consultation be informed:-

- Burnaby Street
- Dixon Road
- Dykes Hall Road
- Findon Street
- Garry Road
- Hammerton Road
- Hawthorn Road
- Holme Close
- Keyworth Road
- Kirkstone Road
- Langsett Road
- Manvers Road
- Middlewood Road
- Morley Street
- Oakland Road
- Portsea Road
- Singleton Road, Crescent and Grove
- Upwood Road
- Victor Street
- Walkley Lane
- Warner Road
- Wynard Road;

(b) approves further investigation of small changes to the existing scheme as well as roads adjacent to the current boundary as identified in Appendix E to the report and any subsequent Traffic Regulation Orders be advertised; and

(c) approves further survey work on Beechwood Road, Clarence Road, May Road, Leader Road including East View Terrace and Leader Court, Hunter Road, Minto Road, Taplin Road and Thoresby Road and any subsequent Traffic Regulation Orders be advertised to enable these streets to be included in the permit parking scheme.

11.3 **Reasons for Decision**

11.3.1 Based on the responses received from the recent consultation and by comparing results obtained from three previous comprehensive consultations it was recommended to agree the list of recommendations set out in paragraph 7.0 which outlined the next steps of the review process. Any subsequent Traffic Regulation

Orders considered necessary by the Head of Transport, Traffic and Parking Services would allow further feedback from both residents and businesses on any planned changes.

**11.4 Alternatives Considered and Rejected**

11.4. Officers had considered the content of each individual comment received. Where  
1 comments had been made requesting small adjustments it was intended that these would be fully investigated.

11.4. One alternative option would be to advertise much larger scale changes based on  
2 comments made by some people in the consultation. However, as the general response rates were fairly low on a number of streets this would have resulted in promoting scheme changes which were supported only by a minority and not entirely focused on the majority of customer requirements.

11.4. An alternative option for further would be to include both Keyworth Road and  
3 Dixon Road in further surveys or possible legal adverts. The decision not to include both these streets was based not only on results obtained from this consultation but also previous survey and on consultation work. Where there was definitely support for parking restrictions on these streets this was in contrast to much of the surrounding area. It was felt that these streets could not be added to the scheme in isolation as a migration of parking problems was likely to occur. Any promotion of restrictions for the whole area was likely to be unpopular with the majority of residents.



## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 14 March 2013

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**Subject:** OUTSTANDING PETITIONS LIST

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**Author of Report:** Jane White 0114 2736135

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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	Cabinet Highways Committee	Crossing request added to TTAPS Central Enhancement Scheme List for assessment.
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	Cabinet Highways Committee	Under Investigation. To report to cabinet Highways Committee in April.
3. Page	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	Considered by South Community Assembly. Approved July 2012
4. 12	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	This request is being considered as part of the review of the Hillsborough Permit Parking Scheme which is currently being carried out.
5.	750	Requesting alterations to the parking restrictions outside the café on Catch Bar Lane.	11 10 12	Transport Vision	Cabinet Highways Committee	This request for changes to existing waiting restrictions will be given consideration via the Transport Vision small scheme assessment process
6.	7	Request for changes to the parking restrictions for Highfield Parking Permit Holders	11 10 12	Transport Vision	Cabinet Highways Committee	This request for changes to the existing restrictions in the Highfields Permit Parking will be given consideration via the Transport Vision small scheme assessment process.
7.	1490	Safe pedestrian access between Wincobank and Meadowhall	11 10 12	Transport Vision	Cabinet Highways Committee	Pedestrian crossing facility being added to the existing signalised junction at Tyler Street / Barrow Road. Works began on site



CABINET HIGHWAYS COMMITTEE

OUTSTANDING PETITIONS

MARCH 2013

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	week commencing 4th March 2013. Second crossing further along Tyler Street being accessed. We have written to the petitioner explaining that the matter would be investigated once additional staff resources have been reinstated to administer the permit parking schemes - envisaged in June 2013.
9.	61	Requesting road measures at the junction of Welbeck Road and Fern Road	8	11	12	Project Delivery Central	Central Community Assembly	Wellbeck Road restrictions are part of a TRO the Council is about to advertise as part of the Central Assembly small scheme requests for 2012/13.
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
13.	9	Objecting to speeding vehicles on Walkley Bank Road	14	02	13	Transport Vision	Cabinet Highway Committee	Under investigation

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# Agenda Item 9

## SHEFFIELD CITY COUNCIL

### Cabinet Highways Committee

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 14 March 2013

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**Subject:** To report on objections to proposed Traffic Regulation Orders (TROs) associated with School Keep Clear markings and waiting restrictions outside Carfield, Meersbrook Bank and Hunters Bar Schools

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**Author of Report:** David Sowter - Tel: 0114 2736208

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**Summary:** The purpose of this report is to inform Members of the results of the consultation on the Traffic Regulation Orders.

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#### Reasons for Recommendations:

- The following recommendations and reasons are still being discussed by the South Community Assembly Members with residents and at a briefing meeting. An update on any changes to the recommendations will be made verbally at the Cabinet Highways Committee meeting.
- A resident has made comment about the advertised time when School Keep Clear markings would operate outside Meersbrook School on Binfield Road. Reference was made to loss of parking for residents if the marking operates at all times. Officers therefore recommend that the times of the no parking restrictions are reduced to Mon to Fri 8.00 to 9.30am and 2.30 to 4.00pm, so that outside those hours, parking would be available for residents.
- Residents of Argyle Road raised objections to the proposal to introduce limited waiting opposite their homes. Officers recommend that the times are reduced to Mon to Fri between 8.30 and 9.30am and 2.45 and 3.45 pm with a maximum stay of 15 mins, so that outside those times, parking would be available for residents. In addition, the length of the proposed limited waiting will be reduced so that there is more all day parking available for residents.
- A resident of Cowlshaw Road objected to the introduction of waiting restrictions on Cowlshaw Road at Hunters Bar School, as it would cause acute parking problems. Cowlshaw Road currently forms part of the Sharrowvale Residents Parking Scheme and as such, is already subject to parking restrictions along most of its length. This current scheme aims to introduce a TRO at an existing keep clear marking. It will also change existing markings at the junction with Kirkstall Road, where the combined keep clear and double yellow lines will be replaced with double yellow lines with a loading ban. Both of these proposals will make the markings more enforceable and help to reduce congestion and increase visibility at the busy T junction.
- Having considered the objections to the introduction of TROs at the three schools in the South Community Assembly area. Officers consider that the reasons set out in this report outweigh the objections but accept that the hours of operation should be reduced for Meersbrook School and Carfield School.

#### Recommendations:

- Implement the TRO for Binfield Road with the amended times.
  - Implement the TRO for Argyle Road with the amended times and reduced length of restriction.
  - Implement the TRO for Cowlshaw Road as advertised.
  - Inform the objectors accordingly.
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**Background Papers:** NONE

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**Category of Report:** OPEN Page 15

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES/NO      Cleared by: Matthew Bullock (CEX)
<b>Legal Implications</b>
YES/NO      Cleared by: Deborah Eaton (CEX)
<b>Equality of Opportunity Implications</b>
YES/NO      Cleared by: an Oldershaw
<b>Tackling Health Inequalities Implications</b>
YES/NO
<b>Human rights Implications</b>
YES/NO:
<b>Environmental and Sustainability implications</b>
YES/NO
<b>Economic impact</b>
YES/NO
<b>Community safety implications</b>
YES/NO Improved safety outside schools
<b>Human resources implications</b>
YES/NO
<b>Property implications</b>
YES/NO
<b>Area(s) affected</b>
Schools in South Community Assembly
<b>Relevant Cabinet Portfolio Leader</b>
Councillor Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
YES/NO
<b>Press release</b>
YES/NO

14th MARCH 2013

OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS (TROS)  
ASSOCIATED WITH SCHOOL KEEP CLEAR MARKINGS AND WAITING  
RESTRICTIONS OUTSIDE CARFIELD, MEERSBROOK BANK AND HUNTERS  
BAR SCHOOLS

1.0 SUMMARY

1.1 To report objections received to proposed Traffic Regulation Orders (TROs) associated with the School Keep Clear markings outside Meersbrook Bank, Carfield and Hunters Bar Schools.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 The overall intention of the proposals is to increase enforcement of School Keep Clear markings and improve road safety for school children.

2.2 The response to the consultation contributes to the 'working better together' value of the Council Plan "Standing up for Sheffield", with proposals that respond to customer comments about travel and parking conditions in the area.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is expected that enforcing the Traffic Regulation Orders will have a significant effect in reducing parking on school keep clear markings and that this will be road safety benefit for pedestrians.

4.0 REPORT

4.1 Many schools have advisory keep clear markings (yellow zig zags etc.) outside their entrances to encourage motorists from not parking and causing danger to pupils and parents / carers. The Council receives numerous requests from residents, parents and headteachers who are concerned with the problems caused by inconsiderate parking outside schools generally and on Keep Clear Markings specifically.

4.2 School Keep Clear Markings can be enforced by the Police as an obstruction offence. The Council's Parking Services officers can only enforce the markings if a Traffic Regulation Order (TRO) and signing is in place.

4.3 The purpose of the advertised Traffic Regulation Order is to enable the enforcement of the school keep clear markings 17 at schools within the South Community Assembly area. At only three schools – Meersbrook Bank, Carfield and Hunters Bar schools – there have been objections to the Orders. The proposed school keep clear marking(s) and other restrictions at the three schools are shown in plans included as Appendices B, C and D. A summary of the objections are included in Appendix A to this report.

4.4 South Yorkshire Police have been working with the schools within the South Community Assembly area and have secured funding from the South Yorkshire Safer Roads Partnership. The scheme is being referred to as the “It’s Your Child Initiative” and publicity of the proposals have been carried out by the Police at schools and in the local media.

#### 5.0 RELEVANT IMPLICATIONS

5.1 Fundamentally these proposals are equality neutral, affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the road safety improvement aspect of the proposal should prove particularly positive for vulnerable people including young children, the elderly, disabled people and carers. No negative equality impacts have been identified.

5.2 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.

5.3 The proposed value of the project is approximately £45,000 for the work at 18 schools. SY Police is providing £24,000 with the balance from the Local Transport Plan.

#### 6.0 ALTERNATIVE OPTIONS CONSIDERED

6.1 In this circumstance, the proposed TRO is the best solution to congestion and parking problems which have existed for a number of years. Until the TRO is in place, the markings cannot be easily enforced by Parking Services officers. No alternatives have therefore been considered.

#### 7.0 REASONS FOR RECOMMENDATIONS

7.1 **The following recommendations and reasons are still being discussed by the South Community Assembly Members with residents and at a briefing meeting. An update on any changes to the recommendations will be made verbally at the Cabinet Highways Committee meeting.**

7.2 A resident has made comment about the advertised time when School Keep Clear markings would operate outside Meersbrook School on Binfield Road. Reference was made to loss of parking for residents if the marking operates at all times. Officers therefore recommend that the times of the no parking restrictions are reduced to Mon to Fri 8 to 9.30am and 2.30 to 4.00pm, so that outside those hours, parking would be available for residents.

7.3 Several residents of Argyle Road raised objections to the proposal to introduce limited waiting opposite their homes. A meeting was held with residents on site on 27 February. Following this and discussion with Ward Members officers proposed that the times are reduced to Mon to Fri between 8.30 and 9.30am and 2.45 and 3.45 pm with a maximum stay of 15 mins, so that outside those times, parking would be available for residents. In addition,

the length of the proposed limited waiting be reduced so that there is more unrestricted parking available for residents.

- 7.4 A resident of Cowlshaw Road objected to the introduction of waiting restrictions on Cowlshaw Road at Hunters Bar School, as it would cause acute parking problems. Cowlshaw Road currently forms part of the Sharrowvale Residents Parking Scheme and as such, is already subject to parking restrictions along most of its length. This current scheme aims to introduce a TRO at an existing keep clear marking. It will also change existing markings at the junction with Kirkstall Road, where the combined keep clear and double yellow lines will be replaced with double yellow lines with a loading ban. Both of these proposals will make the markings more enforceable and help to reduce congestion and increase visibility at the busy T junction.
- 7.5 Having considered the objections to the introduction of TROs at the three schools in the South Community Assembly area. Officers consider that the reasons set out in this report outweigh the objections but accept that the hours of operation should be reduced for Meersbrook School and Carfield School.
- 8.0 RECOMMENDATIONS
- 8.1 Implement the TRO for Binfield Road with the amended times.
- 8.2 Implement the TRO for Argyle Road with the amended times and length of restriction.
- 8.3 Implement the TRO at Cowlshaw Road as advertised.
- 8.4 Inform the objectors accordingly.

Simon Green  
Executive Director – Place

14<sup>th</sup> March 2013

## APPENDIX A

### CONSULTATION

#### Local residents

The proposals were advertised for 3 weeks, ending on February 15<sup>th</sup> 2013. On street notices were erected and a number of letters were sent to individual residences

#### Wider consultation

The consultation included all the affected schools, statutory consultees, relevant local councillors and Community Assembly members.

### SUMMARY OF RESIDENTS COMMENTS

#### **Meersbrook Bank School** – 1 objection from a resident of Binfield Road

Although aware of difficulties and obstruction caused by parent's vehicles at the school, the resident is also aware of difficulties for parking by residents, visitors, visitors to doctor's surgery, and school staff and visitors. The objection is to further parking restrictions which would be in force when the school is closed and at out of peak times during the morning and afternoon. Has suggested that reducing the times would be more appropriate.

#### **Carfield School** – Objections from residents of Argyle Road.

24 houses were leafleted where resident's properties were immediately opposite the proposal. 8 replies by email/letter were received. 2 phone calls were received from residents who did not ultimately write with an official objection.

##### Objection 1

- Objection to the proposal to implement waiting time restrictions.
- Does not have any impact on safety and it will only impact on residents' ability to park. Residents may be forced to leave cars on alternative streets.
- Inconvenient times for leaving or returning from work.
- Argyle Road is only congested at school times.

##### Objection 2

- Objection to the proposal to implement waiting time restrictions.
- Does not have any impact on safety and it will only impact on residents' ability to park.
- Resident fronts Upper Albert Road which has little or no opportunity to park there so parks on Argyle Road instead. This would now be taken away.
- Inconvenient times for leaving or returning from work.
- Argyle Road is only congested at school times.

##### Objection 3

- Objection to the proposal to implement waiting time restrictions.
- Inconvenient times for leaving or returning from work.
- Argyle Road is only congested at school times.
- Anger and frustration caused for residents, when the one's causing the problems are parents.



#### Objection 4

- Objection to the proposal to implement waiting time restrictions.
- Councillors have failed to consult with residents.
- Inconvenient times for leaving or returning from work.

#### Objection 5

- Objection to the proposal to implement waiting time restrictions.
- Impacts on residents' ability to park. Residents may be forced to leave cars on alternative streets.
- Times suggested are inconvenient.
- A School car park has been created.
- Suggests a permit zone on Argyle Road and Close.
- Better education of parents is needed.

#### Objection 6

- Objection to the proposal to implement waiting time restrictions.
- Argyle Road is only congested at school times.
- Argyle Close is the main problem and should be a permit zone.

#### Objection 7

- Objection to the proposal to implement waiting time restrictions.
- Times suggested are inconvenient.
- Teachers park on street and take spaces
- School contractors park on street and take spaces
- Suggests a permit zone on Argyle Road and Close.

#### Objection 8

- Objection to the proposal to implement waiting time restrictions.
- Does not have any impact on safety and it will only impact on residents' ability to park.
- Argyle Road is only congested at school times.
- Better enforcement is needed.

#### **Hunters Bar School** – 1 objection from resident of Cowlshaw Road

A resident objects to the introduction of parking restrictions on Cowlshaw Road. The road already forms part of the Sharrowvale Residents Permit Zone, and as such, it already has restrictions, parking bays etc. for almost all of its length. Nothing new is being introduced, but parts of the Traffic Regulation Order around the junction with Kirkstall Road is being changed to permit enforcement of the school keep clear markings and to improve congestion and poor visibility. The resident has been contacted and the situation explained more clearly. **I have asked that the objection is withdrawn and I am awaiting a reply.**



**TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION**  
**SCHEME DESIGN**  
 2-10 CARBROOK HALL ROAD  
 SHEFFIELD S9 2DB  
 Tel: 0114-273-6208, Fax: 0114-273-6182  
 E-mail: traffic.management@sheffield.gov.uk  
 Director: L Surch, M.R.T.P.I.  
 Development Services

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**Client**  
 SHEFFIELD CITY COUNCIL

**Scheme**  
 SCHOOLS POLICE INITIATIVE  
 SCHOOL KEEP CLEARS

**Drawing Title**  
 MEERSBROOK BANK SCHOOL  
 DERBYSHIRE LANE/BINFIELD ROAD

**Drawing No.**  
 TR/18/01/MBS1

**Scale**  
 1/1000

**Date**  
 NOV 2012

**Millimetres**  
 0 30

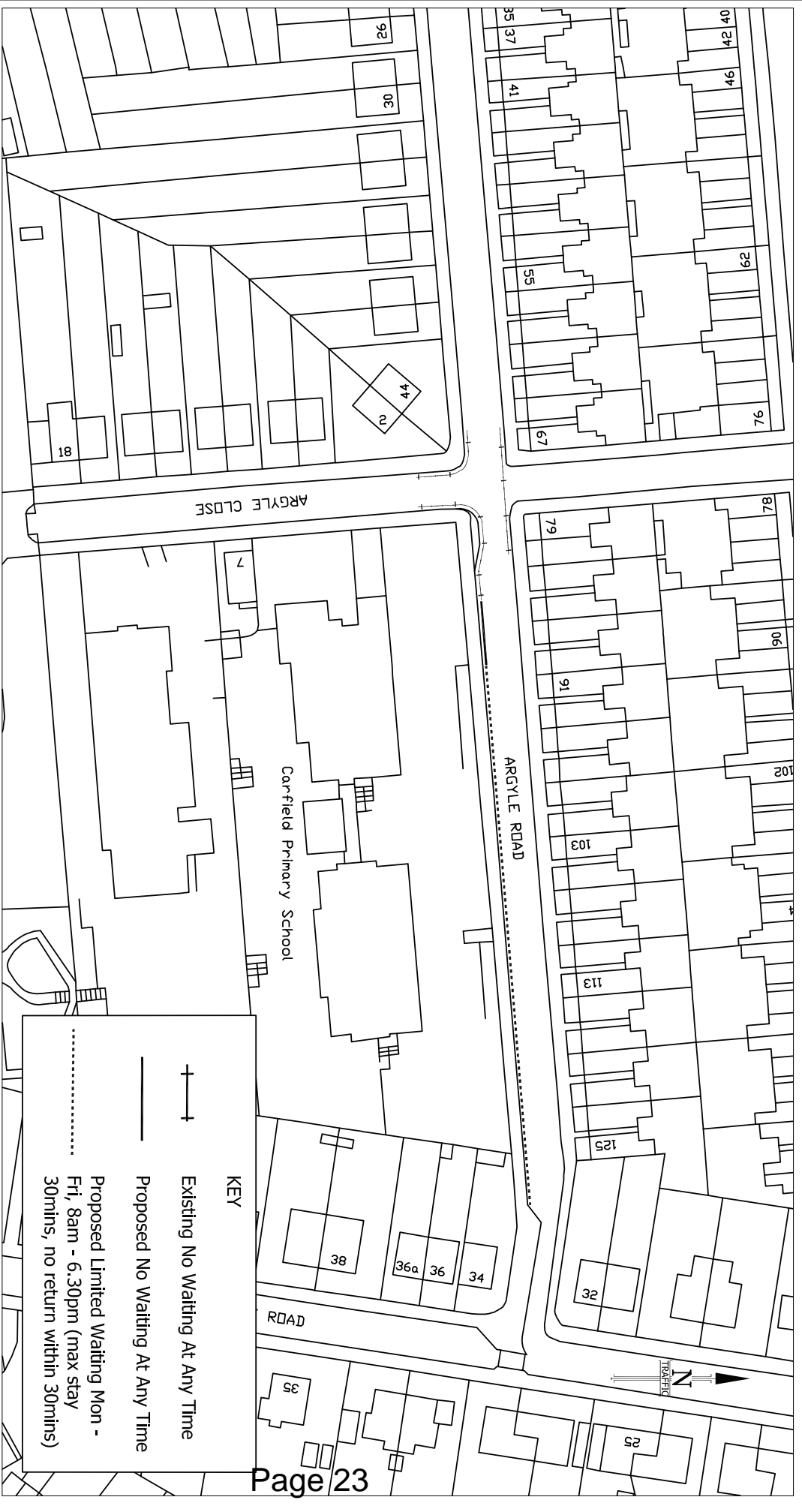
**A4**

**SCHEME DESIGN**

**A Service Area of Place**  
 Sheffield City Council

**AUTHOR**

**CHECKED**



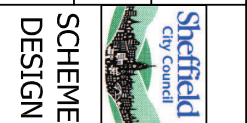
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 Director: L Sturch M.R.T.P.I.  
 Development Services

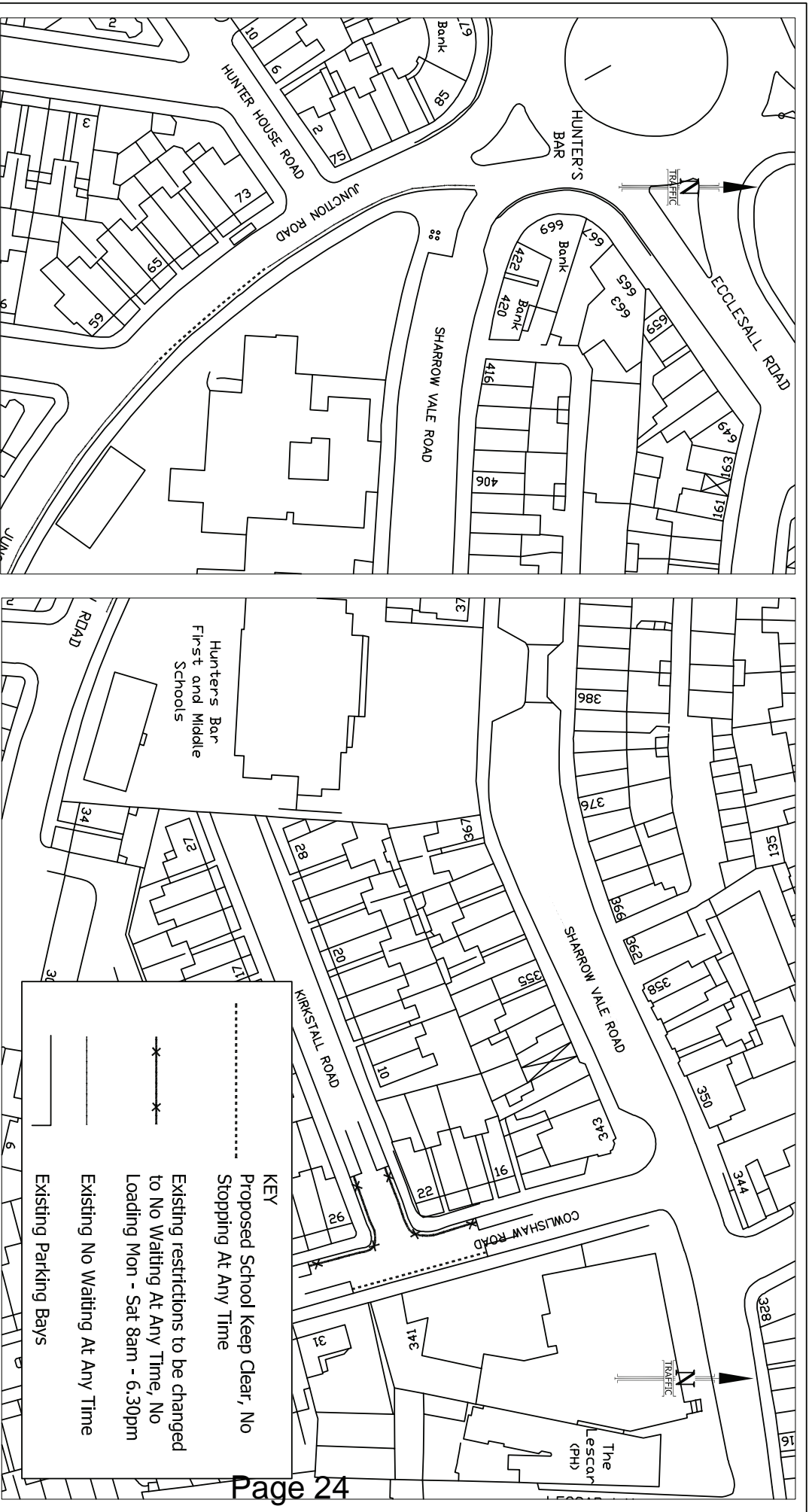
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AUTHOR: CHECKED:

Client: SHEFFIELD CITY COUNCIL  
 Scheme: SCHOOLS POLICE INITIATIVE  
 Drawing Title: SCHOOLS POLICE INITIATIVE SCHOOL KEEP CLEARS  
 CARFIELD PRIMARY SCHOOL  
 ARGYLE CLOSE

Drawing No. TR/18/01/CP1  
 Scale: 1/1000  
 A4  
 Date: NOV 2012





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**SCHEME DESIGN**  
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Client: SHEFFIELD CITY COUNCIL  
 Scheme: HUNTERS BAR SCHOOL  
 Drawing Title: JUNCTION ROAD/COWLISHAW ROAD

Drawing No. TR/18/01/HB1  
 Scale: 1/1000  
 Date: NOV 2012  
 SHEFFIELD City Council  
 SCHEME DESIGN

# Sheffield City Council Equality Impact Assessment



[Guidance for completing this form is available on the intranet](#)

Help is also available by selecting the grey area and pressing the F1 key

**Name of policy/project/decision:** South Yorkshire Police/South Community Assembly  
School Keep Clear Initiative

**Status of policy/project/decision:** New

**Name of person(s) writing EIA:** David Sowter

**Date:** 21 February 2013

**Service:** Transport, Traffic and Parking

Services (TTPS)

**Portfolio:** Place

**What are the brief aims of the policy/project/decision?** The overall intention of the proposals is to introduce Traffic Regulation Orders to enable enforcement of School Keep Clear markings and improve road safety for school children and other pedestrians at 17 schools within the area. Only 3 of the 17 have received any objections.

**Are there any potential Council staffing implications, include workforce diversity?**

None identified

Under the [Public Sector Equality Duty](#), we have to pay due regard to: "Eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations." [More information is available on the council website](#)

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Positive	High	It is expected that enforcing the proposed Traffic Regulation Orders will have a significant effect in reducing parking on School Keep Clear markings and that this will be a road safety benefit for pedestrians - particularly for young children at the schools and for other vulnerable pedestrians such as the elderly, disabled and carers
Disability	Positive	Medium	See above re disabled pedestrians
Pregnancy/maternity	Neutral	-Select-	
Race	Neutral	-Select-	
Religion/belief	Neutral	-Select-	
Sex	Neutral	-Select-	
Sexual orientation	Neutral	-Select-	
Transgender	Neutral	-Select-	
Financial inclusion, poverty, social justice cohesion or carers	Positive	Medium	See above re carers

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
<b>Voluntary, community and faith sector</b>	Neutral	-Select-	
<b>Other/additional:</b>	-Select-	-Select-	
<b>Other/additional:</b>	-Select-	-Select-	

**Overall summary of possible impact (to be used on EMT, cabinet reports etc):**

Fundamentally these proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, the road safety improvement aspect of the proposal should prove particularly positive for vulnerable people including young children, the elderly, disabled people and carers. No negative equality impacts have been identified.

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

**Review date:** Ongoing throughout implementation    **Q Tier Ref** -    **Reference**

**number:** -

**Entered on Qtier:** No

**Action plan needed:** No

**Approved (Lead Manager):** David Sowter    **Date:** 21/03/2013

**Approved (EIA Lead person for Portfolio):** Ian Oldershaw    **Date:** 26/02/13

**Does the proposal/ decision impact on or relate to specialist provision:** no

**Risk rating:** None

## Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		
-Select-		

**Approved (Lead Manager):                      Date:**

**Approved (EIA Lead Officer for Portfolio):                      Date:**

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## SHEFFIELD CITY COUNCIL Cabinet Highways Report

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**Report of:** Executive Director, Place

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**Date:** 14 March 2013

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**Subject:** Sheffield 20mph Speed Limit Strategy:  
Objections to proposed 20mph speed limits in the Parson  
Cross and Upperthorpe areas

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

---

### **Summary:**

To report the receipt of objections to the introduction of a 20mph speed limit in the Parson Cross and Upperthorpe areas and set out the Council's response.

---

### **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:**

Having considered the objections to the introduction of a 20mph speed limit in Parson Cross, west of Lindsay Avenue, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.

Having considered the objections to the introduction of a 20mph speed limit in Upperthorpe, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

Introduce the proposed 20mph speed limit.

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**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>
North East and Central Community Assemblies
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
YES

SHEFFIELD 20MPH SPEED LIMIT STRATEGY:  
OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN THE PARSON  
CROSS AND UPPERTHORPE AREAS

1.0 SUMMARY

1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the Parson Cross and Uppertorpe areas and set out the Council's response.

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 20mph speed limits 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 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*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a culture where the car is not always the first choice*); and
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

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<sup>1</sup>. 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

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<sup>1</sup> [Cabinet Highways Committee report, 8th March 2012: Sheffield 20mph Speed Limit Strategy](#)

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, Upperthorpe, Parson Cross (west), Spink Hall (Stocksbridge), Steel Bank and Charnock<sup>2</sup>.
- 4.3 The 20mph Speed Limit Orders for Lowedges and Woodthorpe were advertised in December 2012 and resulted in four objections. Those objections were overruled by Cabinet Highways Committee in January and the schemes are currently being designed in detail with a view to introducing the new speed limit in the coming weeks.
- 4.4 The intention to make the Parson Cross and Upperthorpe 20mph Speed Limit Orders has now been advertised, for a four week period ending on 22<sup>nd</sup> February 2013.

#### Consultation

- 4.5 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.”*

- 4.6 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.
- 4.7 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 Parson Cross and Upperthorpe and has received no objections.
- 4.8 Approximately 1200 households in the Parson Cross area have received

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<sup>2</sup> [Cabinet Highways Committee report, 13th September 2012: Sheffield 20mph Speed Limit Strategy](#)

leaflets informing residents about the proposals, inviting comments or objections to the introduction of the 20mph Speed Limit Order (see [Appendix A](#)). Ten people have expressed their support for the new speed limit. However there have been two objections.

4.9 The Parson Cross objectors have raised the following points:

- *Young children around the area will become familiar with the gaps they need to cross the road safely and this will be different on all the other 30mph roads around where they live*

Officer comment: Officers are not aware of any research to support the assertion that the introduction of a 20mph speed limit on residential roads will increase the dangers children experience on roads with a 30mph speed limit.

- *Speeds are already lower than the current 30mph limit on most roads*

Officer comment: Average speeds are undoubtedly lower than the current 30mph limit on some of the roads in the Parson Cross area. However, Members have endorsed the principle that 20mph is the appropriate maximum speed in suitable residential areas.

- *Money could be better spent to improve the safety around the school entrances (the Crowder Avenue entrance to Southey Green School)*

Officer comment: The Council is keen to improve the safety of school pupils at the school gates. Members will be aware that the Council is in the process of introducing a Traffic Regulation Order prohibiting stopping on 'School Keep Clear' markings at each school in the city over the next three years.

- *More major roads, for instance Southey Green Road, are far more dangerous*

Officer comment: The majority of all collisions (70%-80%), and more of the most severe injuries, occur on main roads. These will not be made subject to a 20 mph speed limit. Locations with a history of accidents will continue to be treated through city-wide investment in Accident Saving Schemes and road safety education, training and publicity.

4.10 1,300 residents in the Uppertorpe area have also been consulted (see [Appendix A](#)), eliciting 18 messages of support for the proposal and two objections.

4.11 The first objection to the Uppertorpe speed limit is from a resident of Birkendale View who strongly objects to the inclusion of the Birkendale area (Birkendale, Birkendale Road and Birkendale View) within the 20mph speed limit.

- *The Birkendale area is a designated conservation area and any signs or road markings would spoil the rural feel and bring unnecessary visual clutter.*

Officer comment: The proposed measures will be relatively unobtrusive. As explained in the consultation material additional road markings would be limited to the entry points to the 20mph area. The only signing would be small (300mm diameter) 30mph roundels, mounted wherever possible on existing lamp posts.

- *There is no need for the limit to include the Birkendale roads which do not carry through traffic.*

Officer comment: The default speed limit in built-up areas is 30mph unless there are signs to say otherwise. Every change of speed limit must be signed and those changes should appear reasonable and logical. In general, minor roads will have lower speed limits than major roads. Speeds may already be low in the Birkendale area but to omit them from the 20mph area would mean that the speed limit on these quiet no-through roads would be higher than the adjacent Upperthorpe, a road that carries considerably more traffic. The long term aim is to establish 20mph (rather than 30mph) as the appropriate speed limit in all residential areas - and on all roads within those areas.

The second objector:

- *does not believe that the reduced limit it is required.*

Officer comment: The long-term aim of Sheffield's 20mph Speed Limit Strategy is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield.

- *objects to the placing of further signage in the area.*

Officer comment: As noted above, additional signing would be minimal.

- *would rather any scheme budget was put to better use fixing potholes.*

Officer comment: It would be inappropriate to use the Local Transport Plan allocation to fund maintenance work in this way. General highway maintenance under the Streets Ahead maintenance programme is not due to take place in this area until 2017 and so the objector has been advised to report any specific maintenance concerns directly to Streets Ahead.

## Discussion

- 4.12 The key to realising substantially lower speeds on our residential roads lies 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 Parson Cross and Upperthorpe.

- 4.13 Should the objections to the Parson Cross and Upperthorpe 20mph speed limits be overruled it is envisaged that both will be introduced during the coming summer. The introduction of the Parson Cross limit will be co-ordinated with core Streets Ahead work in that area.

#### Relevant Implications

- 4.14 The 20mph area described in this report is to be funded from an approved allocation from the 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
  - publicity to promote the benefits of lower speeds in residential areas
- 4.15 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.
- 4.16 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 recently 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 Having considered the objections to the introduction of a 20mph speed limit in Parson Cross, west of Lindsay Avenue, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Having considered the objections to the introduction of a 20mph speed limit in Uppertorpe, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objectors accordingly.
- 7.4 Introduce the proposed 20mph speed limit.

Simon Green  
Executive Director, Place

14 March 2013

# APPENDIX A



**Have your say**

We hope that you will support the new 20mph speed limit but before the limit is introduced we want to invite you to comment on the proposals.

Any objections will be given careful consideration before the Council makes a final decision. If you have any questions or comments please contact:

**Simon Nelson, tel: 0114 273 6176  
email: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)**

If you wish to object, please put this in writing and send to:

Transport, Traffic & Parking Services  
2-10 Carbrook Hall Road  
Sheffield S9 2DB

**Objections must be received by Friday  
22 February 2013**

**What happens next?**

We plan to introduce the new speed limit in **Summer 2013**, but this will depend on the response we receive to this leaflet.

We will of course continue to try to improve the safety of the areas around our schools.


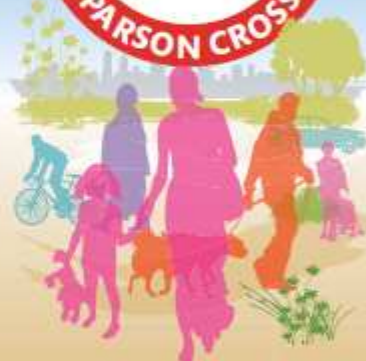
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Sheffield City Council  
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Help us make our roads safer!

We are planning to reduce the speed limit from **30mph to 20mph** in Parson Cross.

The Council's North East Community Assembly has nominated the Western part of Parson Cross to be one of the first of the **new 20mph areas**

We will also introduce tougher controls to stop people parking on the zig-zag lines outside schools.

**A 20mph speed limit for Parson Cross**

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

The boundary of the Parson Cross 20mph speed limit is shown to the left.

**Why are we doing this?**

We want to make the area around our schools as safe as possible. A 20mph speed limit will mean:

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling


Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

**Every driver that slows down helps to make the area safer.**

**What will the new 20mph areas look like?**

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

**New 20mph limits will be indicated by traffic signs and road markings only.** This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.





### Have your say

We hope that you will support the new 20mph speed limit but before the limit is introduced we want to invite you to comment on the proposals.

Any objections will be given careful consideration before the Council makes a final decision. If you have any questions or comments please contact:

**Simon Nelson, tel: 0114 273 6176**  
**email: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)**

If you wish to object, please put this in writing and send to:

Transport, Traffic & Parking Services  
 2-10 Carbrook Hall Road  
 Sheffield S9 2DB

**Objections must be received by Friday 22 February 2013**

### What happens next?

We plan to introduce the new speed limit in **Summer 2013**, but this will depend on the response we receive to this leaflet.

We will of course continue to try to improve the safety of the areas around our schools.

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

Sheffield City Council  
[www.sheffield.gov.uk](http://www.sheffield.gov.uk)



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DP13527 / Upper



Help us make our roads safer!



We are planning to reduce the speed limit from **30mph to 20mph** in Upperthorpe.

The Council's Central Community Assembly has nominated Upperthorpe to be one of the first of the **new 20mph areas**

We will also introduce tougher controls to stop people parking on the zig-zag lines outside schools.



## A 20mph speed limit for Upperthorpe



Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

The boundary of the Upperthorpe 20mph speed limit is shown to the left.

### Why are we doing this?

We want to make the area around our schools as safe as possible. A 20mph speed limit will mean:

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

**Every driver that slows down helps to make the area safer.**



### What will the new 20mph areas look like?

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

**New 20mph limits will be indicated by traffic signs and road markings only.** This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.

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## SHEFFIELD CITY COUNCIL Cabinet Highways Report

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**Report of:** Executive Director, Place

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**Date:** 14 March 2013

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**Subject:** Sheffield 20mph Speed Limit Strategy:  
Objections to proposed 20mph speed limits in High Green, north of Wortley Road

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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 High Green area, north of Wortley Road and set out the Council's response.

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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 this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

**Recommendations:**

Having considered the objections to the introduction of a 20mph speed limit in High Green, north of Wortley Road, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

Introduce the proposed 20mph speed limit.

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**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>
Northern Community Assembly
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
YES

SHEFFIELD 20MPH SPEED LIMIT STRATEGY:  
OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN HIGH GREEN,  
NORTH OF WORTLEY ROAD

1.0 SUMMARY

1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the High Green area, north of Wortley Road and set out the Council's response.

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 The High Green scheme represents a 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*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a culture where the car is not always the first choice*); and
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

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<sup>1</sup>. 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

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<sup>1</sup> [Cabinet Highways Committee report, 8th March 2012: Sheffield 20mph Speed Limit Strategy](#)

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 It was also agreed that officers would assist any Community Assembly that wished to pursue the introduction of a 20mph speed limit from its own Local Transport Plan allocation and/or discretionary budget, in-keeping with the principles of the strategy.
- 4.3 At its meeting on 11<sup>th</sup> December 2012 Northern Community Assembly decided to allocate part of its highway budget for 2012/13 to fund the introduction of a 20mph speed limit in part of the High Green area, north of Wortley Road.
- 4.4 The introduction of the new speed limit would be co-ordinated with Streets Ahead work in the area, currently programmed for July to September 2013.

#### Consultation

- 4.5 Approximately 680 households within High Green (north) have received leaflets providing information and inviting comments or objections to the introduction of the 20mph Speed Limit Order (see [Appendix A](#)). Five people have responded to express their support for the new speed limit. However there have been five objections.
- 4.6 Four of the objectors feel that there is no need for the new limit because they consider speeds to be low already. The fifth supports the introduction of the limit on estate roads, the bulk of the area, but feels it would be inappropriate on Westwood Road which cuts through the estate.
- 4.7 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.”*

- 4.8 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.

#### Ward Members

- 4.9 The local ward Members have been informed of the consultation responses in accordance with the procedure agreed between the Cabinet Member for Business, Skills and Development and the Director of Development Services. They have confirmed their support for the introduction of the new speed limit and their desire for the objections to be overruled.

#### Discussion

- 4.10 The ‘Sheffield 20mph Speed Limit Strategy’ notes that assistance will be given to any Community Assembly that wishes to fund the introduction of a 20mph speed limit in a residential area.
- 4.11 Whilst acknowledging that speeds on the majority of roads in the area are already low and that there have been no reported injury accidents during the five years to March 2012, officers are of the opinion that the High Green area north of Wortley Road is suited to a 20mph limit. This includes Westwood Road, an unclassified residential road.
- 4.12 The introduction of the scheme would meet local Member priorities whilst complementing the roll out of the Sheffield 20mph Speed Limit Strategy.

#### Relevant Implications

- 4.13 The 20mph area described in this report would be wholly funded from the Northern Community Assembly’s allocation from the 2012/13 Local Transport Plan (LTP). Publicity to promote the benefits of lower speeds in residential areas would be funded from the LTP programme in accordance with the Sheffield 20mph Speed Limit Strategy.
- 4.14 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.
- 4.15 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 recently 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 this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

## 7.0 RECOMMENDATIONS

7.1 Having considered the objections to the introduction of a 20mph speed limit in High Green, north of Wortley Road, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.


7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limit.

Simon Green  
Executive Director, Place

14 March 2013

# APPENDIX A



### Why are we doing this?

Reducing the speed limit to 20 mph will mean:

- There are likely to be fewer accidents.
- 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.
- People are more likely to cycle and walk.

### What happens next?

We plan to start the new speed limit in Summer 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)**

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 4 January 2013**

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

Sheffield City Council  
[www.sheffield.gov.uk/20mph](http://www.sheffield.gov.uk/20mph)





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DP13437

Help us make our roads safer!

We want to reduce the speed limit to 20mph from 30mph in High Green (North)




**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 **High Green (North)**.


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.

**The boundary of the High Green (North) 20mph speed limit is outlined in red on the map below.**



**A 20mph speed limit for High Green (North)**

Crown copyright and database rights 2012  
Ordnance Survey  
100018816



### 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.

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## SHEFFIELD CITY COUNCIL Cabinet Highways Report

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<b>Report of:</b>	Executive Director, Place
<b>Date:</b>	14 <sup>th</sup> March 2013
<b>Subject:</b>	Proposed Pedestrian Facilities Crookes Road / Nile Street / Fulwood Road / Whitham Road, Broomhill
<b>Author of Report:</b>	Dick Proctor, Tel: 2735502

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### **Summary:**

This report is to seek approval to a design option for completion of detailed design and preparation for construction for the Crookes Road / Nile Street / Fulwood Road / Whitham Road pedestrian facilities.

Based on the consultation responses, Option two was the preferred solution. However, reduced transport funding allocations have prevented this scheme from being progressed until recently. The advent of the "Streets Ahead" maintenance programme also provides an opportunity to maximise value-for money and minimise disturbance during construction.

---

### **Reasons for Recommendations:**

The scheme consultation clearly indicated that local people want to see improved pedestrian facilities at the Crookes Road / Nile Street / Fulwood Road / Whitham Road crossroads. However, people did not wish to see any existing turning movements banned, but did accept a degree of additional delay to traffic created by these improvements.

Option 2 was also predicted to have the least impact on existing traffic flows. This is generally why Option 2 was preferred. This option was therefore (and still is) considered to provide the best compromise and is Community Assembly supported.

The consultation captured a number of views and thoughts on what should happen with the shopping parade and car parking along Fulwood Road. Although not part of the pedestrian improvement scheme, these will be retained for future use.

### **Recommendations:**

- Acknowledge the outcome of the 2011 consultation and the reasons for the delay in progress since then.
- Approve Option 2 for the Crookes Road / Nile Street / Fulwood Road / Whitham Road junction.
- Approve the preliminary design of the Option 2 scheme and completion of the detailed design and construction in conjunction with the Streets Ahead programme.

**Background Papers:** YES

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**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
<b>YES</b> Cleared by: Matt Bullock
<b>Legal Implications</b>
<b>YES</b> Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
<b>YES</b> 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>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Broomhill
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
YES

DEVELOPMENT SERVICES

## PROPOSED PEDESTRIAN FACILITIES CROOKES ROAD / NILE STREET / FULWOOD ROAD / WHITHAM ROAD, BROOMHILL

### 1. SUMMARY

- 1.1 This report is to seek approval to a design option for completion of detailed design and preparation for construction for the Crookes Road / Nile Street / Fulwood Road / Whitham Road pedestrian facilities.
- 1.2 Based on the consultation responses, Option two was the preferred solution. However, reduced transport funding allocations have prevented this scheme from being progressed until recently. The advent of the “Streets Ahead” maintenance programme also provides an opportunity to maximise value-for money and minimise disturbance during construction.

### 2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The City Council undertook consultation with local residents and businesses to understand, firstly whether people believed there was a need for improved pedestrian facilities at the Crookes road / Nile Street / Fulwood Road / Whitham Road crossroads; secondly, the movements which people found difficult; thirdly, to ascertain whether people accepted that any improvement to pedestrian facilities might result in some additional delay to traffic; and finally, what other changes/improvements people would like to see along the parking area in front of the shops on Fulwood Road (although these works would have to be separately progressed and funded).
- 2.2 The process contributes to Sheffield City Council’s key aim of ‘Standing Up for ALL Sheffield’s residents’ by trying to attain an agreed balance of crossing facility, safety and highway performance to meet the needs of the community.

### 3. OUTCOME AND SUSTAINABILITY

- 3.1 The main outcome would be proposals that respond to customer comments about whether to provide (or not) improved pedestrian facilities at the Crookes Road / Nile Street / Fulwood Road / Whitham Road crossroads. The overall scheme will make it safer to cross a busy and key junction on the highway network, whilst offering the opportunity to improve an area of public open space.
- 3.2 A key outcome will be the approval to proceed with the detailed design and implementation of a scheme to improve pedestrian safety in Broomhill centre.

### 4. REPORT

- 4.1 The Crookes Road / Nile Street / Fulwood Road / Whitham Road crossroads is a busy and important junction on Sheffield’s highway network. The junction is busiest during the network peak periods of 8am to 9am and 5pm to 6pm.

Approximately 8700 vehicles pass through the Crookes Road arm of the junction each day.

- 4.2 For a number of years local residents have requested for improved pedestrian facilities at this location. A large number of pedestrians, approximately 5,000 a day, cross Crookes Road here. Approximately 3,800 pedestrian cross on the existing Nile Street pelican. Some 4,500 cross on the existing Fulwood Road pelican (down from the crossroads) and 700 pedestrian cross Fulwood Road at the junction where there is currently no crossing facility, controlled or otherwise. The junction operates as a signalised crossroads. However, there is only one controlled pedestrian crossing point on the Nile Street arm. A splitter island is present on the Crookes Road arm, but this does not provide adequate protection for pedestrians.
- 4.3 Over the past 10 years there to have been 18 reported injury accidents at this junction. Four of the accidents involved serious injury to a pedestrian. Only two of these were at the location of the proposed Crookes Road crossing. Both involved elderly pedestrians.
- 4.4 Officers developed four options and presented these to the Central Community Assembly in April 2010. These included an all red phase with new crossings; a banned left turn from Fulwood Road; a left turn slip from Fulwood Road; and a two-stage crossing on Crookes Road. The all red and a 2 stage crossing options would provide good pedestrian benefit but create significant delays to traffic at the same time.
- 4.5 Any controlled pedestrian crossing facilities at the Crookes Road / Fulwood Road junction would require traffic to wait longer at the traffic lights, although these delays would be kept to a minimum. The principle of implementing a scheme which provides much needed pedestrian improvements at the expense of some additional delay to traffic was a key message to Members and the public.
- 4.6 The Community Assembly asked for the two other options to be developed in greater detail for public consultation; namely:
  - Option 1 – Banned Left Turn from Fulwood Road
  - Option 2 – Left Turn Slip from Fulwood Road

Option 1 – Banned Left Turn from Fulwood Road  
(see drawing no.TM-BN805-P2-B included in Apenndix A)

- 4.7 The left turn from Fulwood Road into Crookes Road would be banned. The right turn from Whitham Road into Crookes Road would get its own green signal. In addition to a new controlled pedestrian crossing on Crookes Road, an added benefit would be a controlled crossing on Fulwood Road, gained as the ahead traffic on Whitham Road is being held.
- 4.8 Under this arrangement the new crossings could operate without stopping all traffic. The only additional delays at the junction would be for the extra time required in stopping traffic turning right from Whitham Road. Computer simulation work indicates that delays would not be significant. Vehicles which would have previously turned left onto Crookes Road would need to find alternative routes.
- 4.9 This left turn movement is currently made by around 100 vehicles every hour, approximately 2 vehicles every cycle. Therefore, local residential streets



such as Taptonville Road, Peel Street and Parkers Road are likely to see increased levels of traffic. These vehicles would likely be diverted on a variety of routes in wider area, and would not, for example, all simply transfer onto Taptonville Road. In addition, school buses make this left turn and, due to the tight road layout in the area, they would be required to divert via the junction of Glossop Road / Newbould Lane.

- 4.10 This option also improves the size of the public open space along the Fulwood Road frontage, providing opportunities for better use/layout of this area.

Option 2 – Left Turn Slip from Fulwood Road  
(see drawing no. TM-BN805-P3-C included in Appendix B)

- 4.11 This proposal does not ban any traffic movements, retaining the right turn filter stage from Whitham Road and providing the left turn from Fulwood Road into Crookes Road by the construction of a left turn slip. This retains all existing turning movements, whilst achieving the scheme's primary aim of providing a controlled pedestrian crossing on the Crookes Road arm of the junction. This option would also include a controlled pedestrian crossing on Fulwood Road.
- 4.12 The controlled pedestrian crossings would be in two stages, with pedestrians crossing to a new central island before crossing, to either Fulwood Road or to the shopping parade. To provide the central island, two parking spaces on the shopping parade would be removed. However, this provides the opportunity to revise the parking layout/provision. Traffic modelling work indicates that additional delays would not be excessive under this option.

Scheme Consultation

- 4.13 In order to obtain the views of residents and businesses potentially affected by each of the proposals, an explanatory letter, together with plans showing the proposals and a response form, were delivered to approximately 800 properties in the Broomhill area in January 2011. A pre-paid envelope was provided for return of the completed forms. All consultation materials, together with proposed areas of distribution, were made available to local Councillors, and Central Community Assembly prior to the consultation. No adverse comments were received.
- 4.14 Additionally, street notices were put up throughout the area, and plans were made available in Broomhill library, First Point (Howden House), and on the Council website. The emergency services, South Yorkshire Passenger Transport Executive, the Northern and Central Community Assemblies, Ward Members, and local community groups were also consulted. Copies of the covering letter and questionnaire are included in Appendix C and D respectively.
- 4.15 An open day was held on Monday 17 January 2011 at Broomhill Methodist Church between 3pm and 7pm. It was estimated that around 60-70 people attended the open day, and it proved to be a very useful event with many interesting comments. Following a number of comments by attendees to the open day it was decided to extend the consultation area to include areas further to the north east and North West with a further 600 leaflets and

questionnaires being distributed and the timescale being extended accordingly.

4.17 The consultation also asked what changes/improvements local people would like to see to the shopping parade on Fulwood Road, although it was stressed that the transport scheme would not be able to fund any significant changes.

#### Consultation Responses

4.18 Of the 1,400 leaflets delivered, 248 were returned (a response rate of 18%). The responses are summarised below -

Question	Location	Yes	No	Not Sure
Do you think there is a need to provide pedestrian crossings across:	Crookes Road	71%	21%	8%
	Fulwood Road	60%	27%	13%
Which scheme would you prefer to see implemented?	<b>Option 1</b>	<b>Option 2</b>	<b>Not Sure/No Box Ticked</b>	<b>Neither</b>
	19%	62%	3%	16%
Both options will introduce some delays to motorists travelling through Broomhill. Do you think that some delays are an acceptable consequence of the need to provide the crossings?	<b>Yes</b>	<b>No</b>	<b>Not Sure/No Box Ticked</b>	
	70%	18%	12%	

It was clear that the majority of people (71%, 176 respondents) felt that improved crossing facilities are required over Crookes Road. Generally, the comments received indicated that it was difficult and dangerous to cross Crookes Road, particularly as traffic comes from all directions. Fewer people were in favour of a new crossing over Fulwood Road, but there was still a majority in support (60%, 149 respondents).

4.20 The consultation confirmed that Option 2 was the preferred option amongst local people (62%, 154 respondents). Option 1 was not favoured due to the diversions that would be required to reach local destinations. In particular, people were concerned about the effect of additional traffic on Taptonville Road/Hallamgate Road, and Parkers Road. Approximately 100 vehicles make the left turn from Fulwood Road into Crookes Road, and although it was considered that traffic would likely be distributed over several different routes, dependent on the origin and destination of each vehicle, it is expected that Taptonville Road / Hallamgate Road, Peel Street, and Parkers Road would likely see the biggest increase.

4.21 Option 2 does not ban the left turn, and as such was the favoured option. However, there were some concerns raised with this option, generally related to the loss of parking spaces along the shopping parade, and of the pedestrian area outside Costa Coffee café. A number of other comments were received, which are included in Appendix G.

- 4.22 There was majority support (70%, 174 respondents) amongst local people that some delays to traffic are acceptable to improve pedestrian safety at the junction. Therefore, it is clear that local people generally wish for improved crossing facilities over Crookes Road, and are prepared for some additional delays to traffic as a consequence.
- 4.23 The consultation also provided a wide range of thoughts and ideas how the Fulwood Road shopping parade and parking spaces could be improved. These views ranged from removing the parking spaces altogether and providing a larger area of public open space, to more minor changes. It was never the intention of this consultation or scheme to address this area or the various issues, only to collate the public's views. However, this information proved useful and can inform any future initiatives.

#### Relevant Implications

- 4.24 The scheme would be funded through the South Yorkshire Local Transport Plan (LTP). The cost for Option Two was approximately £500,000, including diversions to an existing telephone box and associated equipment underground, but excluding any public realm improvements.
- 4.25 The relatively high cost of the scheme, coupled with reductions in LTP funding allocations, have delayed the scheme from progressing until now. The advent of the "Streets Ahead" highways maintenance contract has changed the Council's delivery mechanism and provides an opportunity to obtain better value-for-money by aligning the work to take place within the Streets Ahead programme being delivered by Amey. This also reduces the disturbance during the construction of the works. Funding has been approved in 2012/13 and 2013/14 for design and other advance work, further LTP funding would be required in 2014/15 to complete the scheme.
- 4.26 It is currently anticipated that the best alignment for the scheme with Amey's Streets Ahead programme would be to undertake the work in 2014/15. The nature of the scheme means that site work needs to take place during the summer when the university and schools are away and both traffic and pedestrian flows are lower in this area. Detailed design would be completed in the coming months and construction would therefore take place in the summer of 2014, taking approximately six weeks to complete. Subject to Members' approval of the preferred option, some advance diversion of underground equipment will take place in the Spring of 2013.
- 4.27 Local people have been consulted throughout the development of the scheme, resulting in proposals which should be of universal benefit, regardless of age, race, sex, disability, religion, or sexual orientation. No negative equality impacts have been identified. The scheme is intended to contribute to the Council's environmental objectives by reducing the impact of the car, whilst increasing the attractiveness of other sustainable transport modes such as walking, cycling and public transport.
- 4.28 The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

4.29 The Council also has a statutory duty to promote road safety and to ensure that any measures it approves are reasonably safe for all users.

4.30 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 Members are so satisfied then it is acting lawfully and within its powers.

## 5. ALTERNATIVE OPTIONS CONSIDERED

5.1 As stated in paragraph 4.4, officers developed two other options at the initial design stage. These were as follows:

- An all red pedestrian phase, providing new controlled crossings on all four arms of the junction. This would be the most effective method of providing improved pedestrian crossing facilities. All traffic would need to be stopped as part of an 'all red' phase in the traffic signals to allow pedestrians to cross. This would result in significant additional delays to traffic, with queues extending over a wide area and affecting the main highway network. Pedestrians wishing to cross more than one arm of the junction would also be subject to delays, as they would have to wait a full cycle of the traffic lights to be able to cross the next road. For these reasons, the Community Assembly did not wish to progress this option.
- A two-stage controlled pedestrian crossing on Crookes Road. This would involve a widened central pedestrian island, resulting in the Crookes Road approach being reduced to one lane. Pedestrians would cross in two stages. However, modelling suggested the delays to traffic would be significant and on balance this option was rejected.

## 6. REASONS FOR RECOMMENDATIONS

6.1 The scheme consultation clearly indicated that local people want to see improved pedestrian facilities at the Crookes Road / Fulwood Road crossroads. However, people did not wish to see any existing turning movements banned, but did accept a degree of additional delay to traffic created by these improvements. Option 2 was also predicted to have the least impact on existing traffic flows. This is generally why Option 2 was preferred. This option was therefore (and still is) considered to provide the best compromise.

6.2 The consultation captured a number of views and thoughts on what should happen with the shopping parade and car parking along Fulwood Road. Although not part of the pedestrian improvement scheme, these will be retained for future use.

## 7. RECOMMENDATIONS

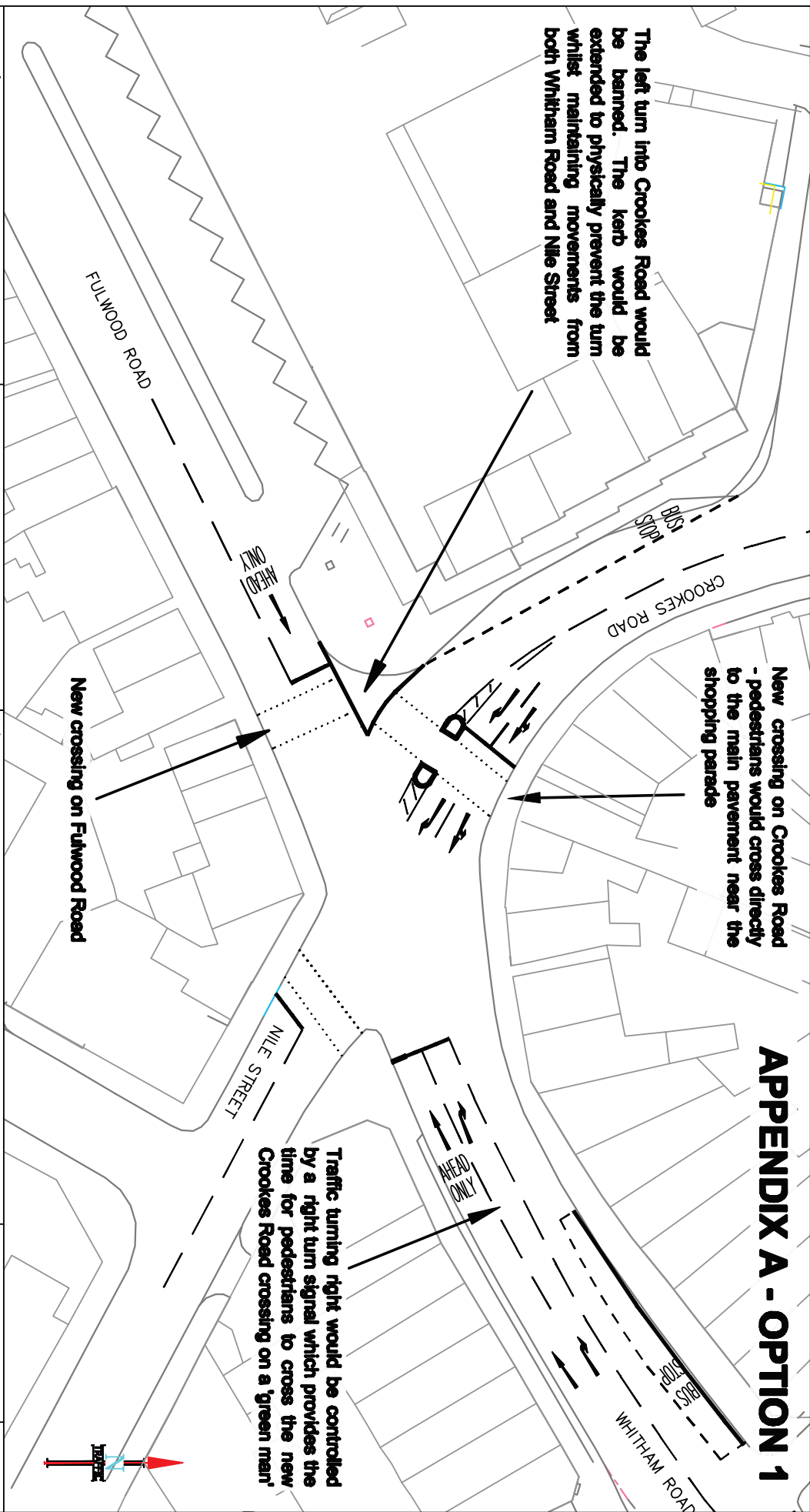
7.1 Acknowledge the outcome of the 2015 consultation and the reasons for the delay in progress since then.

- 7.2 Approve Option 2 (slip road) for the Crookes Road / Nile Street / Fulwood Road / Whitham Road junction.
- 7.3 Approve the preliminary design of the Option 2 scheme and completion of the detailed design and construction in conjunction with the Streets Ahead programme,

Simon Green  
Executive Director, Place

12 February 2013

# APPENDIX A - OPTION 1



The left turn into Crookes Road would be banned. The kerb would be extended to physically prevent the turn whilst maintaining movements from both Whitham Road and Nile Street

New crossing on Crookes Road - pedestrians would cross directly to the main pavement near the shopping parade

Traffic turning right would be controlled by a right turn signal which provides the time for pedestrians to cross the new Crookes Road crossing on a 'green man'

**DEVELOPMENT SERVICES**  
**TRANSPORT & HIGHWAYS DIVISION**  
**TRAFFIC SECTION**  
 2-10 CARRROOK HALL ROAD  
 SHEFFIELD S9 2DS  
 TEL: 0114-273-6175, Fax: 0114-273-6182  
 E-mail: Traffic.Management@sheffield.gov.uk  
 Director: L. Sturges M.B.E. P.I.  
 Development Services

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DRAWN: **James Burdett**  
 DECEMBER 2010

CHECKED:

Client: **SHEFFIELD CITY COUNCIL**

Scheme: **Crookes Road/Fulwood Road**

Drawing Title: **Proposed Pedestrian Crossings Option 1**

Drawing No: **TM-BN805-C1**

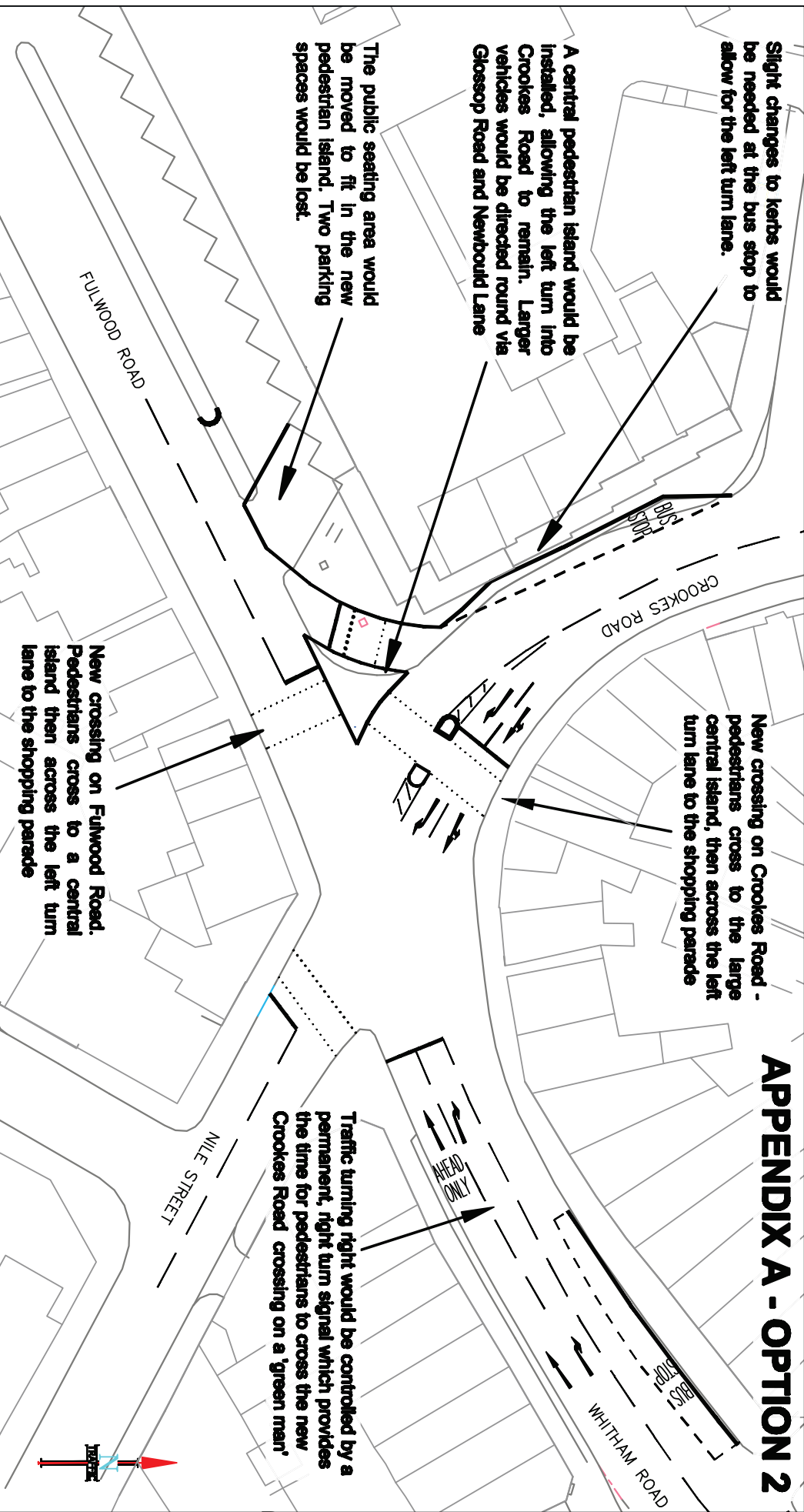
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Millimetres: **A4**

Date: **DECEMBER 2010**




Sheffield City Council  
 Development Environment & Leisure  
 DEVELOPMENT SERVICES

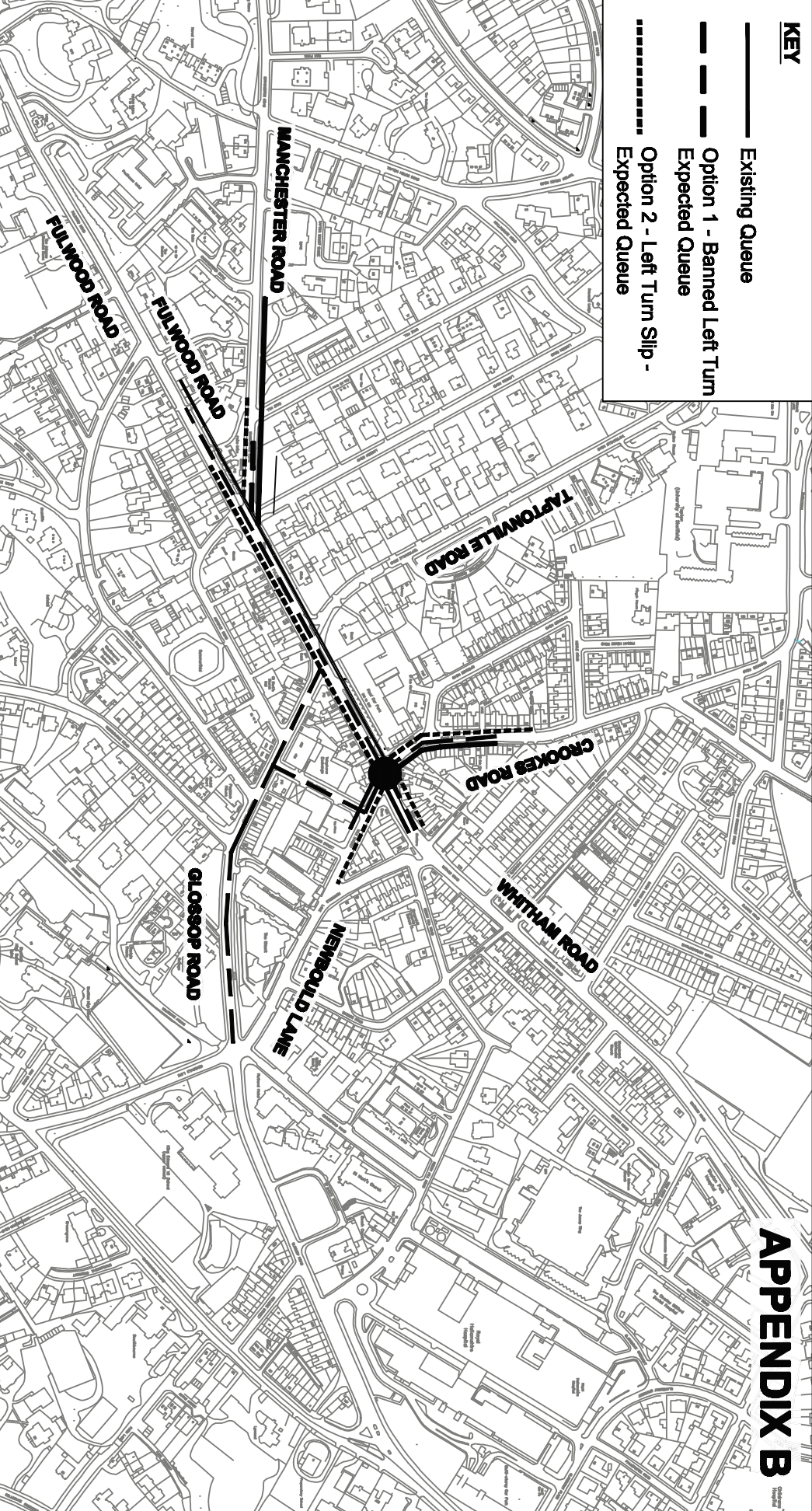
# APPENDIX A - OPTION 2



<b>DEVELOPMENT SERVICES</b> <b>TRANSPORT &amp; HIGHWAYS DIVISION</b> <b>TRAFFIC SECTION</b> 2-10 CARRBROOK HALL ROAD SHEFFIELD S9 2DS Tel. 0114-273-6175, Fax. 0114-273-6182 E-mail: Traffic.Management@sheffield.gov.uk Director: L. Singh, M.B.T.P.I. Development Services		Do not scale from this drawing Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100167616, 2010	
A Service Area of Place Sheffield City Council		DRAWN James Burdett DECEMBER 2010	CHECKED
Client <b>SHEFFIELD CITY COUNCIL</b>		Scheme <b>Crookes Road/Fulwood Road, Broomhill</b>	
Drawing Title <b>Proposed Pedestrian Crossings Option 2</b>		Drawing No. <b>TM-BN805-C2</b>	
Scale <b>1 / 500</b>		Drawing No. <b>A4</b>	
Date <b>DECEMBER 2010</b>		Millimetres 0 10 20 30	
DEVELOPMENT SERVICES		Sheffield City Council Development Environment & Leisure	

# APPENDIX B

KEY	
	Existing Queue
	Option 1 - Banned Left Turn Expected Queue
	Option 2 - Left Turn Slip - Expected Queue



**TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION**  
**SCHEME DESIGN**  
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**AUTHOR** JWB  
**CHECKED**  
**FEB 2013**

**Client**  
 SHEFFIELD CITY COUNCIL

**Scheme**  
 Crookes Road/Fulwood Road, Broomhill

**Drawing Title**  
 Proposed Pedestrian Crossings  
 Expected Queues - AM Peak

**Drawing No.**  
 TM-BN805-P7

**Scale**  
 NOT TO SCALE

**Millimetres**  
 0 10 20 30

**Date**  
 FEB 2013

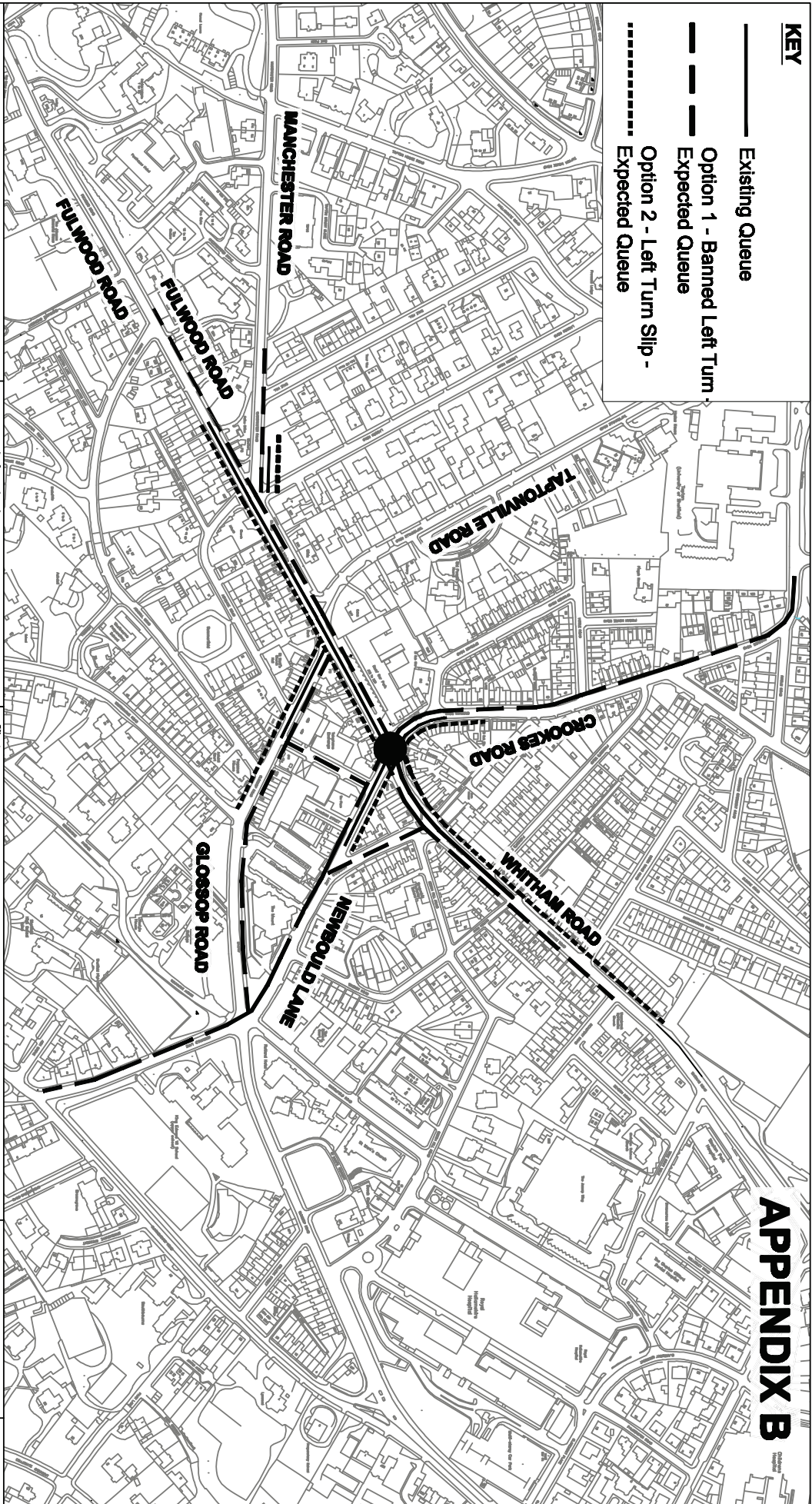
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**SHEFFIELD City Council**  
**SCHEME DESIGN**



**KEY**

- Existing Queue
- Option 1 - Banned Left Turn
- Expected Queue
- Option 2 - Left Turn Slip -
- Expected Queue



**APPENDIX B**

**TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION**  
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 Development Services

**AUTHOR**  
**JWB**  
**FEB 2013**

**Client**  
**SHEFFIELD CITY COUNCIL**

**Schemes**  
**Crookes Road/Fulwood Road, Broomhill**

**Drawing Title**  
**Proposed Pedestrian Crossings**  
**Expected Queues - PM Peak**

**Drawing No.**  
**TM-BN805-P7**

**Scale**  
**NOT TO SCALE**

**Date**  
**FEB 2013**

**30**  
 Millimetres

**A4**

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