

Highway Cabinet Member Decision Session

Thursday 13 November 2014 at 10.00
am

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

The Press and Public are Welcome to Attend

Members of the public can attend the sessions to make representations to the Cabinet Member.

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.

Sheffield

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at 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. 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 can attend the sessions to make representations to the Cabinet Member. If you wish to speak you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at simon.hughes@sheffield.gov.uk or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

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. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's 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 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

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.

**HIGHWAY CABINET MEMBER DECISION SESSION
13 NOVEMBER 2014**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 10)
Minutes of the Session held on 9 October 2014
- 4. Petition in Respect of Banner Cross/Ecclesall Road Proposed Parking Meter Scheme** (Pages 11 - 30)
Report of the Executive Director, Place
- 5. Penistone Road Proposed Prohibition of Left Turn into Herries Road South** (Pages 31 - 36)
Report of the Executive Director, Place
- 6. Objections to Proposed 20mph Speed Limit in Darnall and Shirecliffe** (Pages 37 - 46)
Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 11 December 2014 at 10.00 am

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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.

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 (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

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 DPIs 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.

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 Gillian Duckworth, Interim Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 9 October 2014

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
Dick Proctor (Transport Planning Manager)
James Burdett (Highways Engineer)
Cate Jockel (Senior Transport Planner)

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 11 September 2014, were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 The Cabinet Member received petitions (a) containing 78 signatures requesting the resurfacing of, and weight limit on, Mill Lane, Ecclesfield and that the resurfacing would take place under the Streets Ahead Programme and (b) containing 33 signatures requesting the Council support World Car Free Day and that a letter of response had been sent to the lead petitioner.

5. OBJECTIONS TO PROPOSED 7.5T WEIGHT RESTRICTION IN MAYFIELD VALLEY

5.1 The Executive Director, Place submitted a report describing the measures to restrict Heavy Goods Vehicles Traffic from travelling through the area known as Mayfield Valley and setting out officer responses to two objections.

5.2 Ros Hancock, representing the Friends of Porter Valley, attended the Session to make representations to the Cabinet Member. She stated that the Friends were in favour of the restriction. Their main concern was the cross-valley routes as a number of the routes were in the Porter Valley not Mayfield Valley. The Friends of Porter Valley were in favour of the weight restriction as the routes were used by walkers, cyclists and horse riders and alternative routes were a long way round. The roads were inappropriate for HGVs as they were narrow, twisting and steep and people could not see round the corners easily. The final concern was that,

under the new winter maintenance programme, the roads concerned would not be gritted in the future and this meant the potential for large lorries to slip on the ice.

5.3 Charlie Denning, a local resident, also stated that he was in favour of the weight restriction. He regularly saw H.G.Vs using the roads and getting stuck on tight corners. He had safety concerns as it was a main route in the Peak District used by many walkers. Some of the speeds used by the vehicles were excessive and they didn't stop for pedestrians.

5.4 **RESOLVED:** That:-

- (a) having considered the responses and objections to the proposed Traffic Regulations Order, the reasons set out in the report for making the Traffic Regulation Order outweigh any unresolved objections;
- (b) the Traffic Regulation Order described in the report be made in accordance with the Road Traffic Regulation Act 1984;
- (c) the Traffic Regulation Order and associated sighting be introduced as and when funding from the LTP is made available; and
- (d) the objectors be informed of the decision.

5.5 **Reasons for Decision**

5.5.1 The weight restriction will reduce average numbers of heavy vehicles in a predominantly rural area. Thereby improving road safety for residents and those that pursue recreational activity in the areas. It will also improve the environment and reduce the detrimental impact on highway infrastructure.

5.6 **Alternatives Considered and Rejected**

5.6.1 In Mayfield Valley a targeted approach was initially considered to look at strategic roads that could be restricted while having an overall desired reduction of through flow in HGV's. This was subsequently discounted as it would result in an extra restriction and warning signs that would have a substantial impact on the budgetary element of the scheme as a whole, would have a negative aesthetic impact with a significant number of additional signs being needed, this consequently would also have an impact on future maintenance costs and ongoing electricity supply costs being both budgetary and environmentally negative.

6. **BUS HOTSPOTS - BRIDGEHOUSES**

6.1 The Executive Director, Place submitted a report summarising the results of a consultation undertaken in August/September 2014 in respect of proposals to improve traffic management in the vicinity of Bridgehouses on the Inner Relief Road (IRR). The report also set out objections and other comments on the proposals and officer responses to them.

- 6.2 Mick Knott and Graham Alsop, representing Cycle Sheffield, attended the Session to make representations to the Cabinet Member. They commented that they had submitted their objections formally.
- 6.3 It was stated that Cycle Sheffield had not seen the exact figures for the bus delays but suggested they would be around four to six minutes and therefore did not justify spending £700k on the scheme. A much better solution would be the introduction of a Smart Card system which had been discussed but not implemented.
- 6.4 Cycle Sheffield did not believe there should be any parking in the area concerned. They were unclear on the design of the crossing at the bottom of Pitsmoor Road and asked if a snicket could be introduced there.
- 6.5 James Burdett, Highways Engineer, confirmed that the crossing would use dropped kerbs following the advice of the Cycle Audit. Mick Knott commented that he had not seen the Cycle Audit. Officers stated that the audit was the note of the meeting with the auditor, which he had seen.
- 6.6 Mick Knott added that he couldn't understand why a mandatory cycle lane was not introduced on Chatham Street and this should be 1.5m wide. The bend on Chatham Street used to have a hatching to guide drivers away from cutting the corner and the introduction of a solid white line might be appropriate here.
- 6.7 The entry and exit points for the car wash on Chatham Street should be reversed. In conclusion, Mick Knott stated that he believed the proposals were advantageous for buses and would disadvantage cyclists and pedestrians. After 6 hours of surveys Cycle Sheffield's advice to cyclists would be to deal with Bridgehouses as they saw fit.
- 6.8 In response, Cate Jockel, Senior Transport Planner, commented that a number of changes had been made to the proposals following discussions at the Cycle Forum. The additional Traffic Regulation Order which was recommended would propose removing the existing parking on Pitsmoor Road and banning the left turn from Chatham Street into Pitsmoor Road
- 6.9 Councillor Leigh Bramall stated that he had been involved in discussions as to whether Chatham Street could be made two way for cyclists and this was something which should be looked at.
- 6.10 Cate Jockel added that she accepted the proposals would disadvantage cyclists inbound on Pitsmoor Road but the proposals on Chatham Street would make things better for them. Officers would look at the detailed design in respect of the entry and exit points to the car wash and the road markings from Mowbray Street to Nursery Street. As a parallel project, officers would look into the possibility of making Chatham Street two-way for cyclists.
- 6.11 Councillor Leigh Bramall commented that he was aware that bus companies were looking into the implementation of a Smart Card System.

6.12 In conclusion, Dick Proctor, Transport Planning Manager, commented that the scheme was justified as the engineering changes proposed would make significant journey time improvements in the area.

6.13 **RESOLVED:** That:-

- (a) having considered the objections and the officer view that the reasons set out in the report for making the TRO outweigh the objections, the TRO be made in accordance with the Road Traffic Regulation Act 1984, with the proposed loading bay to be re-located and without the revocation of no waiting/loading on Chatham Street (i.e. without additional parking provision);
- (b) the scheme be progressed to detailed design and subsequent implementation;
- (c) a TRO be advertised for the removal of parking on Pitsmoor Road to the north of Swinton Street to improve its two-way operation; the removal of the left-turn from Chatham Street to Pitsmoor Road; and altering some of the advisory cycle lanes to mandatory, as appropriate;
- (d) progress feasibility work into a two-way cycle route along Chatham Street
- (e) the respondents be informed accordingly.

6.14 **Reasons for Decision**

6.14.1 The scheme is part of the “bus hotspots” element of the Better Buses programme, linked to the Sheffield Bus Partnership of which the Council is a member. It contributes to the City Council’s objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport in order to increase its usage. It aims to make bus journeys quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment to other users.

6.14.2 All objectors and respondents have been written to providing feedback on the issues they raised. There is one outstanding objection. All respondents have been informed of the report and been invited to the meeting.

6.15 **Alternatives Considered and Rejected**

6.15.1 The proposal has developed iteratively, altering as the design progressed following comments from the Road Safety Auditor, the Cycle Auditor and respondents to the consultation. This has led to the development of the final proposed scheme.

6.15.2 The alternative option would be the ‘do nothing’ option. This would not achieve benefits for bus users or general traffic.

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Cabinet Highways Report

Report of: Executive Director, Place

Report to: Cabinet Member for Business, Skills & Development

Date: 13th November, 2014

Subject: Petition -Request for further consultation with respect to a proposed pay & display parking scheme on Ecclesall Road at Banner Cross.

Author of Report: Nat Porter (t 35031)

Key Decision: NO

Summary: The report provides an update on investigations subsequent to the decision of 12th June '14 regarding a petition received concerning the proposed pay & display parking scheme on Ecclesall Road at Banner Cross district centre, and seeks a decision on the petition and the scheme.

Reasons for Recommendations:

- The scheme is neutral in terms of the Council's statutory duties, and is considered to be discretionary;
- The scheme is neither expected nor intended to contribute (or impinge on) to the Council's statutory duties. The scheme is considered to be a discretionary matter that was initially promoted at the request of Ward Councillors. The Ward Councillors have, in light of the petitions received objecting to the proposals, withdrawn their support for the scheme;
- There appears to be an irreconcilable conflict between the wishes of traders and those of nearby residents, and there is no statutory or technical reason that would suggest implementing the scheme be more advantageous than not implementing it, or vice versa; and,

- Budgetary pressures are such that capital expenditure cannot be justified on a discretionary scheme, where there is not a consensus amongst local people in support of the proposals.
-

Recommendations:

- That no further work is progressed with respect of this scheme; and,
 - That the petitioners and those consulted in March 2014 be informed of their decision accordingly.
-

Background Papers: Appendix A – plot of locations of signatories of received petitions
Appendix B – consultation response and petition signatories amongst traders on Ecclesall Road
Appendix C – report on consultation provided by Banner Cross Neighbourhood Group

Category of Report: **OPEN**

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: G. Saxton (23 Sep '14)
Legal Implications
YES Cleared by: N. Wynter (18 Sep '14)
Equality of Opportunity Implications
NO Cleared by: A. Johnston (17 Sep '14)
Tackling Health Inequalities Implications
NO
Human Rights Implications
NO
Environmental and Sustainability implications
NO
Economic Impact
NO
Community Safety Implications
NO
Human Resources Implications
NO
Property Implications
NO
Area(s) Affected
Ecclesall Ward
Relevant Cabinet Portfolio Lead
Cllr. Leigh Bramall
Relevant Scrutiny Committee
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press Release
NO

REPORT TO THE CABINET MEMBER FOR BUSINESS, SKILLS & DEVELOPMENT

PETITION -REQUEST FOR FURTHER CONSULTATION WITH RESPECT TO PROPOSED PAY & DISPLAY PARKING SCHEME ON ECCLESALL ROAD AT BANNER CROSS.

1.0 SUMMARY

- 1.1 The report provides an update on investigations subsequent to the decision of 12th June '14 regarding a petition received concerning the proposed pay & display parking scheme on Ecclesall Road at Banner Cross district centre, and seeks a decision on the petition and the scheme.
- 1.2 The report sets out the findings of investigations subsequent to the decision of 12th June '14, and makes recommendations accordingly.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 Managing kerbside parking in district shopping centres to protect access for customers contributes to '*A Strong and Competitive Economy*'.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1
 - Ensure that the proposed parking scheme achieves the objective of improving customer access to shops in the Banner Cross district centre.
 - Minimise any negative impacts of the parking scheme as far as possible whilst achieving the above objective.

4.0 MAIN BODY OF THE REPORT

Background

- 4.1 A petition signed by 47 parties in the Banner Cross area was received in April 2014, requesting that proposals for a pay & display parking scheme on Ecclesall Road at Banner Cross are deferred until further consultation has taken place.
- 4.2 The proposed pay & display parking scheme was progressed at the request of Ecclesall Ward Councillors, who raised concerns that long-stay parking on Ecclesall Road was hindering access to local retailers for customers, which in turn was harming the viability of those businesses.
- 4.3 This petition was reported to the Highway Cabinet Member Decision Session on 12th June 2014. It was decided at that meeting that a decision on the scheme be deferred, pending further investigations, and that the outcome of those investigations be reported to a subsequent meeting. This report outlines the findings of those further investigations.

4.4 In addition, further three further documents were produced by the original petitioner in June 2014, containing a total 190 signatures against the proposed scheme (including duplicates across all four petitions). These were received prior to the Decision Session but after the publication of the previous report, and so were not referred to in the text of that report; Members were instead advised of the receipt of these documents verbally.

4.5 The scheme is neither expected nor intended to contribute to (or impinge on) the Council's statutory duties. The scheme is considered to be a discretionary matter that was initially promoted at the request of Ward Councillors.

Summary of findings of investigations pre-June 2014

4.6 Parking surveys were conducted in October 2013, during the early stages of the development of the scheme. These indicated that -

- On weekdays, parking demand on the relevant part of Ecclesall Road exceeded 85% at periods, and that around 10-15% of the available parking capacity is occupied by vehicles staying longer than 4 hours ;
- On Saturdays, parking demand on the relevant part of Ecclesall Road exceeded 85% for most of the morning, and was full to capacity at periods. Around 25-50% of the available parking capacity is occupied by vehicles staying longer than 4 hours.

4.7 The survey suggested that Ward Members' concerns that long-staying may cause a hindrance to visitors wishing to park, in that –

- On weekdays, parking capacity was at times full to the point that finding a space becomes difficult, though not impossible;
- On Saturday, parking capacity was full to the point that finding a space becomes difficult for significant periods, and is on occasion not possible; and,
- Introducing parking controls improve the availability of kerbside parking for visitors, by removing vehicles associated with long-stay parking.

4.8 Frontagers of the part of Ecclesall Road under study were consulted on a potential time-limited pay & display parking scheme in March 2014. The purpose of the consultation was to establish whether local businesses agreed with Ward Councillors that pay & display parking would improve trading conditions, and to establish appropriate time limits and extents for any scheme. This found –

- 56% of responding businesses were in support (with 32% against);
- 52% of businesses agreed or strongly agreed the proposals would improve trade (28% disagreed);
- All responding residents were against the proposals;
- Of all respondents, 40% were in support of the proposals, with 51% against.

- 4.9 It was found there was greater support for the proposals from frontagers south / uphill of Huntingtower Road. On this part of the street specifically-
- 70% of responding businesses were in support (with 20% against);
 - 65% of businesses agreed or strongly agreed the proposals would improve trade (20% disagreed);
 - All responding residents were against the proposals; Of all respondents, 58% were in support of the proposals, with 38% against.
- 4.10 On the basis of the consultation results and the parking surveys, it was judged that a pay & display scheme would improve the availability of kerbside parking for customers of local shops, and that this would improve trading conditions.
- 4.11 On account of the relative lack of support for the scheme north of Huntingtower Road, it was intended that any scheme progressed would be reduced in extents by approximately one third, so as to minimise additional restrictions south of Huntingtower Road whilst providing sufficient short-stay capacity to cater for demand observed in the October 2013 surveys.
- 4.12 The projected impact of the revised scheme would be to displace long-staying vehicles from the part of Ecclesall Road to be regulated, so as to provide kerbside parking capacity for short-staying visitors. Projections indicated that the remaining part of Ecclesall Road would be able to accommodate this displacement on weekdays. On Saturday mornings, approximately 7-13 vehicles would be displaced outside of the study area (either further down Ecclesall Road, or into adjacent side streets).
- 4.13 A public meeting was held at Banner Cross Methodist Hall on the evening of 3rd June 2014. A verbal update on the outcomes of this meeting was provided at the meeting of June 12th; in summary, the key points raised were:
- Concerns were raised about potential displacement into residential side streets;
 - Concerns were raised about existing parking problems in residential side streets; and,
 - Residents felt they should have been subject to more consultation and/or inclusion in a wider scheme to address parking issues in the side streets.

Further analysis of petitions received in spring 2014

- 4.14 So as to identify the nature of local objections to the proposals, the locations of the signatories to the various petitions were plotted on a map of the area, included as Appendix A to this report.

- 4.15 The number of points plotted is less than the number of signatories to the petitions. This is due to -
- Multiple signatories giving a single address;
 - Some signatories giving an address outside the extents of the plan; and,
 - Some signatories not providing adequate information to determine their location.
- 4.16 As can be seen from Appendix A, the vast majority of people signing the petition against the proposed scheme live in residential premises to the west of Ecclesall Road.
- 4.17 In the area shown in Appendix A, representatives from 58 premises signed one or more of the petitions received against the proposed scheme. By way of comparison, there are approximately 662 households in the vicinity (the figure is the 2011 Census finding for the Sheffield 047D Lower Layer Super Output Area). Signatories to the petitions against the proposals therefore account for approximately 9% of nearby households.
- 4.18 Signatures given by traders on Ecclesall Road were also analysed in this manner, and compared against responses from the March 2014 consultation. This analysis is shown in Appendix B. Only 6 businesses signed one or more of the petitions. This is fewer than the eight businesses that indicated they did not support the proposals when consulted by the Council in March.
- 4.19 Two of the signing businesses included comments suggesting they were not necessarily against pay & display parking per se (one suggesting a free period of 30 minutes as opposed to 15 proposed, one indicating they supported a short section of pay & display parking, as well as uncharged 30 minute bays and changes to bus lanes).
- 4.20 This analysis of signatures does not support the assertion made by the petitioner at the meeting of June 12th that the majority of local businesses are against the proposals.

Results of consultation conducted by Banner Cross Neighbourhood Group

- 4.21 The Banner Cross Neighbourhood Group conducted their own survey of traders in June 2014. A representative of the Group spoke with managers (where available) to sought their view, positive or negative, on the proposed scheme. An update was provided in September 2014, with an indication of the view of a trader established after June 2014.
- 4.22 This found 71% of responding businesses were in support (with 20% against). The businesses that indicated support amounted to 60% of all occupied shops on the part of Ecclesall Road under consideration. The information provided by the Neighbourhood Group is included in full in Appendix C.

4.23 The findings of the Neighbourhood Group's survey are broadly consistent with the findings of the March 2014 Council consultation, in that they indicate there is significant support amongst local traders for the proposed scheme.

Analysis of parking issues in residential side streets

4.24 A concern raised by the petitioners, and at the public meeting of 3rd June, is that kerbside parking congestion in residential side streets would become worse as a consequence of the proposed scheme on Ecclesall Road.

4.25 Projections of displacement suggest that no additional vehicles are likely to be displaced into these streets on weekdays, and no more than 15 vehicles would be expected to be displaced in the worst periods on Saturdays.

4.26 National Census data indicates in Lower Super Output Area Sheffield 047D (approximately bounded by Ecclesall Road, Gisborne Road, Greystones Road and Onslow Road), residents keep 760 cars or vans in the area.

4.27 An initial measurement of streets in the area suggests there is space for approximately 524 cars to be kept on street lawfully (excluding Ecclesall Road itself, on the grounds that parking is not available at all times of day). This is sufficient to accommodate only two-thirds of the demand from local residents.

4.28 The above analysis is very approximate, in that it does not account for many factors such as the use of off-street parking, for vehicles kept by residents but outside of the area, or the loss of capacity at driveways etc. Further work would be required to gain a more complete understanding of the parking situation in the area. However, given the apparent lack of off-street parking in the area, it would appear that it is likely there is a significant issue with residents attempting to keep more vehicles on street than there is space to satisfactorily accommodate.

4.29 Therefore, to tackle parking problems in the residential side streets would likely require the Council to act so as to actively ration kerbside parking and deter local residents from keeping vehicles on street. There is no budget, programme or policy that would allow this at present, and such an approach would likely be highly contentious, particularly amongst local residents.

4.30 The implications of the initial analysis into parking pressure in the residential side streets for the Ecclesall Road scheme can be summarised thus –

- Parking is likely to be under severe pressure as a consequence of excessive demand from residents, notwithstanding any additional demands that may exist;
- The proposed scheme is not expected to result in significant displacement of vehicles into adjacent streets. However, the displacement that would occur could be expected to result in a marginal worsening of kerbside parking congestion. This might be considered relatively insignificant compared against the issues around excessive residential demand; and,
- The Council has no budget or policy to introduce measures that would effectively mitigate against excessive parking demand in the residential side streets.

Consultation with Ward Councillors

4.31 The pay & display parking scheme was initially proposed at the request of Ward Councillors (see paragraph 4.2).

4.32 Subsequent to the receipt of petitions, and the additional investigations outlined in this report, Ward Councillors have withdrawn their support for the proposed pay & display parking scheme, and now wish that it is not progressed

Financial implications

4.33 Owing to budgetary pressures, if the scheme were to be progressed, it would be necessary to review funding across the Local Transport Plan (LTP) programme and identify reductions in other LTP schemes to fund the cost of these works. This review would be subject to the standard capital approvals process.

Legal implications

- 4.34 The Council in exercising its functions under the Road Traffic Regulation Act is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

Equality of Opportunity implications

- 4.35 No significant equalities implications have been identified in connection with either progressing the proposed scheme, or with retaining the status quo. Any pay & display scheme would include exemptions for disabled persons' blue badge holders, from both charges and time limits.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Several options have been considered, including some suggested by the petitioners.

- 5.2 Providing uncharged limited waiting was considered, but is not recommended for the following reasons:
- Parking charges cover the ongoing cost of enforcing the parking restrictions;
 - Uncharged limited waiting requires the Council's enforcement officers to visit the site twice; whereas where ticket machines are in operation officers only need to visit once as they can determine time of arrival from the information on the ticket. This makes uncharged limited waiting much more expensive to enforce than pay & display, even before the income generated from charges is considered;
 - If the Council cannot make regular enforcement cost-effective, it will only be able to enforce the restrictions relatively infrequently. This risks non-compliance, undermining the objectives of the scheme. Experience at Woodseats suggests this risk is significant where uncharged limited waiting is in place at that location, local traders have raised concerns about abuse of restrictions;
 - If compliance were good, providing free time-limited waiting would not be expected to address the petitioners' concerns regarding displacement –
 - The time limit would still require long-staying vehicles to find somewhere else to park. Given the difficulty in parking in adjacent side streets and the low charges proposed, it is not considered that keeping parking free would result in significantly less displacement;
 - This amount of vehicles displaced would be greatly increased if the time limit were as short as 30 minutes, as the petitioners suggest.

- 5.3 Introducing tidal bus lanes (where the inbound bus lane operated only in the morning and the outbound lane only in the evening) was also considered. This is not recommended for the following reasons :–
- Tidal bus lanes would encourage additional movements across the carriageway where drivers wish to access the side on which parking is permitted. These movements may have road safety and traffic congestion implications that are not presently understood by the Council. (A trial scheme is underway on Chesterfield Road to gain a better understanding of these);
 - The scheme is being funded as part of a wider scheme to improve bus journey times and reliability on the Ecclesall Road corridor. It would not be possible to use this funding on measures that could be expected to worsen bus journey times and reliability (even if only slightly); and,
 - It is acknowledged that the introduction of tidal flow bus lanes would be advantageous to traders in that it would provide some parking capacity at all times of day. However they would also make it easier for drivers to leave their vehicles for long periods. In particular, local residents would be able to park their car on one side of the street, and move to the other side at lunch time. It is expected, particularly given parking pressures in adjacent residential areas, that allowing this possibility would increase the demand for long-stay parking on Ecclesall Road, reducing the available space for short-staying visitors to local shops. Parking controls would therefore be more necessary to protect parking for visitors to shops if tidal flow bus lanes were introduced than now (i.e. to assist traders, tidal flow bus lanes would need to be introduced as well as pay & display parking, not instead of parking controls).

- 5.4 Introduction of a wider parking scheme was considered. Such a scheme might include measures in side streets to manage parking demand to improve the availability of parking for local residents as well as pay & display parking to protect parking for visitors to and customers of shops on Ecclesall Road. This option is not recommended because :-
- The scheme budget is insufficient to cover the additional costs of a wider scheme;
 - The Council's current policy for the introduction of permit parking schemes does not allow for introduction of a permit parking scheme in this location as a higher priority than completing schemes in the proposed peripheral parking zones around the city centre (although this could be changed); and,
 - Initial analysis of census data indicates there is likely to be a significant problem of excessive residential demand for parking. To be effective in improving the parking situation, parking controls would therefore need to actively restrict residents' ability to park on street; whether this be through the use of punitive charges for permits, and/or through a system of issuing a fixed number of permits with waiting lists once all permits are issued.

A permit parking scheme that actively restricts residents' ability to keep cars on streets is not allowed for by Sheffield's current permit parking policy. To give an indication of how strict such controls would need to be, initial analysis indicates that such a scheme would need to allow fewer than 0.7 cars per household to be parked on street (allowing some headroom for visitors etc.) As of the 2011 census, there are 1.1 cars per household in the area (including vehicles kept off street; expected to be few in number owing to the lack of off-street parking in the area).

Such a draconian cut in the numbers of cars the Council is prepared to allow residents to keep on street would likely be hugely unpopular with local residents.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The scheme is neutral in terms of the Council's statutory duties, and is considered to be discretionary;
- 6.2 The scheme is neither expected nor intended to contribute (or impinge on) to the Council's statutory duties. The scheme is considered to be a discretionary matter that was initially promoted at the request of Ward Councillors. The Ward Councillors have, in light of the petitions received objecting to the proposals, withdrawn their support for the scheme and now wish the scheme not be progressed;
- 6.3 There appears to be an irreconcilable conflict between the wishes of traders and those of nearby residents, and there is no statutory or technical reason that would suggest implementing the scheme be more advantageous than not implementing it, or vice versa; and,

6.4 Budgetary pressures are such that capital expenditure cannot be justified on a discretionary scheme, where there is not a consensus amongst local people in support of the proposals.

7.0 RECOMMENDATIONS

7.1 That no further work is progressed with respect of this scheme; and,

7.2 That the petitioners and those consulted in March 2014 be informed of their decision accordingly.

Nat Porter
Senior Transport Planner
23rd September, 2014



APPENDIX A - Plot of locations of signatories of petitions received Apr - Jun '14

KEY

- X Signed petition of April 2014
 - X Signed e-mail petition of June 2014
 - X Signed paper petition of June 2014
- Extents of proposed scheme at March 2014 consultation
 - - - Extents of proposed scheme post March 2014








Multiple signatories from same premises counted once only. Signatories who gave addresses outside of area shown on plan, or who gave insufficient information to plot their address are not shown.

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APPENDIX B - Consultation response and petition signatories amongst traders on Ecclesall Road

KEY

-  Indicated support in March 2014
-  Indicated 'don't know' in March 2014
-  Indicated opposition in March 2014
-  Signed one of June 2014 petitions against scheme
-  Signed one of June 2014 petitions but did not indicate opposition to scheme *per se*
-  Extents of proposed scheme at March 2014 consultation
-  Extents of proposed scheme post March 2014

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Parking Meter Survey: Ecclesall Road traders

William Brown estate agents	
Post Office	
Talk Time	
Cartridge World	
Shoebox	
Russel Hutton	
Hong Kong Garden	
Fish & Chips	
Pat O'Brien butcher	
Snapdeli	
Hamid's	
Halo Nails	
Reeds Rains estate agents	
Banner Cross Hotel	
Empty	
Fellas	
La Luna	
Bloor estate agents	
Fired Arts	
Empty: formerly Pure Enough	
Marmaris Kebabs	
Shefflets	
Saxton Mee estate agents	

Marmion Road

hq hair dressers	
Chiropractic Works	

	Whitehorns
	Real Meat
	Hallmark
	Midgleys
	Banner Cross News
	Empty: formerly Lloyds Pharmacy
	Hair Rooms
	Staniforth's delicatessen
	Empty
	Banner Cross Shoe Shop
	Banner Crust
	Just For You
	Johanne's
	Lloyds TSB
	Johnson's Dry Cleaners
	Barclays Bank
	Haybrook estate agents
	Empty
	Barking Mad pet shop
	Empty: formerly Valentine & Whicker
	NJ salon
	Shorts Accountants
	Jago Hair
	Christine Clarke Clinic
	Empty: formerly Rhythm & Booze
	David Inman optician

Huntingtower Road

	Blundells estate agents
	Cobbler & Keysmith
	Taylor & Emmet solicitors
	ELR estate agents
	Domino's pizza
	Katie Peckett flower shop
	Lloyds Pharmacy
	Sainsbury's

Key: In favour Ambivalent / Undecided Shop open only in evenings
 Against Cannot say: manager not available Empty premises

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SHEFFIELD CITY COUNCIL



Individual Cabinet Member Report

Report of: Executive Director, Place

Report to: Leigh Bramall, Cabinet Member for
Business, Skills and Development

Date: 13 November 2014

Subject: Penistone Road Proposed Prohibition of Left Turn
Into Herries Road South

Author of Report: Ian Taylor 0114 273 4192

Key Decision: No

Reason Key Decision:

Summary:

This report supplements the ICMD Report dated 10 April 2014 and gives further information on the subject of the proposed prohibition of the left turn from Penistone Road into Herries Road South. The proposal was deferred pending further investigation.

Reasons for Recommendation:

Abandoning the proposal to prohibit the left turn would avoid budgetary issues, address representations made during the Traffic Regulation Order consultation period and negate the issues that would be caused by introducing an additional stage at the busy signalised junction.

Recommendation:

Abandon the proposal to prohibit the left turn from Penistone Road into Herries Road South.

Background Papers:

ICMD Report dated 10 April 2014.

Category of Report: **Open**

* Delete as appropriate

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson 09 October 2014
Legal Implications
NO
Equality of Opportunity Implications
NO
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Penistone Road, Hillsborough
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

Report to the Cabinet Member for Business, Skills and Development

Penistone Road: Proposed Prohibition of Left Turn Into Herries Road South

1.0 SUMMARY

1.1 This report supplements the ICMD Report dated 10 April 2014 and gives further information on the subject of the proposed prohibition of the left turn from Penistone Road into Herries Road South. This proposal was deferred pending further investigation.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The junction is well used by vehicles, cycles and pedestrians. The prohibition would enable the road layout to be amended so that a pedestrian and cyclist demand-stage could be incorporated into the traffic signals phasing without adversely affecting the main A61 corridor. It would also mean, however, that traffic travelling to businesses on Herries Road South, or wishing to travel back north via Herries Road South and Herries Road, would have to travel a longer and arguably more tortuous route. Without the prohibition the road layout could not be appropriately changed to incorporate an additional demand-stage without adding a signal stage, which would have a negative effect on the operation of the traffic signals. This would lead to estimated increases in journey times of up to an additional 56 second per vehicle. With up to 60,000 vehicles using this road each day the impact on the travelling public would be significant.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The Penistone Road Pinch Point and Better Buses scheme contributes to the Government's commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. This includes delay, congestion, journey time reliability and air quality.

4.0 REPORT

4.1 Introduction

4.2 In 2010 Sheffield City Council consulted on a 'Smart Route' scheme for improving traffic flow on Penistone Road. Under their Comprehensive Spending Review the Government subsequently withdrew funding for 'major' schemes including the Smart Route so the proposals were shelved.

4.3 The more recent Pinch Point and Better Buses Scheme, derived from the Smart Route scheme, included consideration of prohibiting the left turn from Penistone Road into Herries Road South. The prohibition would enable a pedestrian and cyclist demand-stage to be incorporated into the traffic signals without adversely affecting traffic movement. For efficiency and to minimise disruption the works would be carried out during or immediately after the main Pinch Point and Better Buses programme.

- 4.4 During consultation there were strong representations from a number of local businesses who felt that the prohibited left turn would adversely affect them by increasing people's journey times and distances to the business premises concerned and would make access more tortuous. Some of the representations arrived very near to the end of the consultation period, leaving little time for Officers to meet with the objectors, discuss and options and include their recommendations in the Cabinet Report.
- 4.5 In view of 4.4 above the Cabinet Member for Business, Skills and Development deferred a decision on the matter until it could be given further consideration.
- 4.6 **Results of Further Consideration**
- 4.7 The Penistone Road/Herries Road junction is well used by vehicles, cycles and pedestrians. The prohibition would enable the road layout and traffic signal phasing to be amended so that a pedestrian & cyclist demand-stage could be included in the traffic signals phasing, allowing pedestrians & cyclists to cross Herries Road South under signal control, at the same time as other signal stages were running, thereby not adversely affecting the main A61 corridor.
- 4.8 Discussions have been held with some of the objectors and it is felt that prohibiting the left turn could have a significant adverse effect on some businesses, which would be unfortunate in an area where the Council is specifically seeking to encourage economic regeneration.
- 4.9 The possibility of acquiring land, to construct a slip lane off Penistone Road into Herries Road South, was investigated and discussions were held with local land owners. It was not confirmed that the required land would be available but an assessment of the likely cost was nonetheless undertaken. Using current land values, the amount of land likely to be required and the estimated residual value of the remaining land, it is estimated that land acquisition could cost in the region of £250,000. Currently there are no budgets to fund this level of work. By not introducing the prohibited turn, or the associated works such as new traffic signals, there would be a budget saving of around £40,000.
- 4.10 Investigations were carried out to establish what pedestrian and cycle crossing improvements could be made without prohibiting the left turn or acquiring land. It was found that, without the prohibition, the road layout and traffic signal phasing could not be changed such that an additional stage could be introduced without having a negative effect on the operation of the traffic signals. Traffic modelling, carried out by the Council's Traffic Information & Control Team, shows that to install the pedestrian & cyclist demand-stage without the prohibited turn would increase some journey times by up to an additional 56 seconds per vehicle. With up to 60,000 vehicles using the road each day the impact on the travelling public would be significant.
- 4.11 Consideration was then given to how improvements could be made for pedestrians & cyclists without the demand stage. It was found that it would be possible to increase the size of the splitter island, on Herries Road South at its junction with Penistone Road, without any negative effects on other road users.

4.12 In addition to improving pedestrian & cycle facilities along the A61 Penistone Road, alternative routes on less heavily trafficked routes are already being progressed. One such route, currently under consideration, pending decisions on funding, connects the on/off road facilities from the Middlewood/Beeley Wood area to the city centre via the side of the River Don and Club Mill Road.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The alternatives considered include land acquisition, alternative designs and alternative routes. It was found that the only feasible and affordable option would be to re-design the road layout to provide a larger splitter island on Herries Road South at its junction with Penistone Road. This work could be incorporated into the carriageway widening proposed for Herries Road South on approach to Penistone Road.

6.0 REASONS FOR RECOMMENDATION

6.1 Abandoning the proposal to prohibit the left turn would avoid budgetary issues, address representations made during the Traffic Regulation Order consultation period and negate the issues that would be caused by introducing an additional stage at the busy signalised junction.

7.0 RECOMMENDATION

7.1 Abandon the proposal to prohibit the left turn from Penistone Road into Herries Road South.

Simon Green, Executive Director, Place

13 November 2014



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 13 November 2014

Subject: Sheffield 20mph Speed Limit Strategy:
Consultation feedback to the proposed introduction of a
20mph speed limit in Darnall and Shirecliffe

Author of Report: Simon Nelson, 2736176

Summary:

This report describes the response from residents to the proposal to introduce a 20mph speed limit in Darnall and Shirecliffe, reports the receipt of objections and sets 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.

Having considered the objections to the introduction of a 20mph speed limit in Darnall and Shirecliffe the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

Recommendations:

- 7.1 Make the Darnall and Shirecliffe 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
 - 7.2 Inform the objectors accordingly.
 - 7.3 Introduce the proposed 20mph speed limits.
-

Background Papers: Appendix A: Darnall consultation leaflet
Appendix B: Shirecliffe consultation leaflet

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Gaynor Saxton
Legal Implications
YES Cleared by: Nadine Winter
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Darnall, Burngreave
Relevant Cabinet Portfolio Leader
Jack Scott
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

SHEFFIELD 20MPH SPEED LIMIT STRATEGY: CONSULTATION FEEDBACK TO THE INTRODUCTION OF A 20MPH SPEED LIMIT IN DARNALL AND SHIRECLIFFE

1.0 SUMMARY

1.1 This report describes the response from residents to the proposal to introduce a 20mph speed limit in Darnall and Shirecliffe, reports the receipt of objections and sets 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 is expected, over time, to 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*. The response to the consultation contributes to the *working better together* value of the Council Plan *Standing up for Sheffield*.

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 healthier population; a safer Sheffield*); and
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

4.0 REPORT

Introduction

4.1 In February 2011, Full Council adopted the following motion: "*To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)*". This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield¹. It was agreed that the first stage of implementation of the

¹ [Sheffield City Council - Meeting of Cabinet Highways Committee on Thursday 8 March 2012](#)

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. These speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic calming measures such as road humps.

- 4.2 On 13th September 2012 Cabinet Highways Committee² approved an implementation programme drawing on nominations from the Community Assemblies for the first seven 20mph areas. Those schemes have now been implemented.
- 4.3 Including the Darnall and Shirecliffe areas, it is planned to introduce a further seven 20mph schemes this financial year.

Consultation on the introduction of a 20mph Speed Limit

Darnall

- 4.4 Approximately 1270 properties have received a leaflet informing about the intention to introduce a 20mph limit (see Appendix A).
- 4.5 Seven people have written or telephoned to express their support for the 20mph limit including representatives of Friends of High Hazels Park and the Healthier Darnall partnership, and the trustees of Darnall Forum:

"The speed at which traffic travels through our community even on residential roads makes crossing the road a real hazard especially for older people who may be infirmed and young children who have not developed an keen sense of road safety"

- 4.6 One respondent felt that the speed limit on Staniforth Road which bisects Darnall should also be subject to a 20mph limit. Classified as the B6200, Staniforth Road is used by approximately 15 buses per hour in each direction. The Sheffield 20mph Speed Limit Strategy expressly states that the use of 20mph speed limits *"would be limited to residential areas. A- and B-class roads, major bus routes... would not be made subject to a 20mph speed limit"*. Although the policy precludes the introduction of a signed 20mph limit it is useful to note that speeds are controlled by other means through the main shopping area. A significant length of Staniforth Road is subject to formal traffic calming and a number of crossing points have been added to it.
- 4.7 Two people have asked that Wilfrid Road be excluded from the proposals. *"If this is all about 'where people live' then very few people live on Wilfrid Road... It is one of only two roads where it's possible to go between Staniforth Road and Darnall Road... Wilfrid Road has been designed to carry traffic taken off other roads; restricting it to 20mph is sending very mixed signals"*
- 4.8 Two objections to the Darnall 20mph area have been received. Both objections are concerned with the principle of reducing the speed limit in

² [Sheffield City Council - Agenda for Cabinet Highways Committee on Thursday 13 September 2012](#)

residential areas. They feel that 30mph is the appropriate speed limit for the roads in this area and that a 20mph limit will not be observed. One of the objectors considers that the 2012 report which contained a summary of the evidence base on which Members decided to adopt the Sheffield 20mph Strategy supports this view.

- 4.9 The evidence and accompanying commentary contained in the 2012 report makes clear that 'sign-only' 20mph speed limits will not in themselves result in a fundamental change in driver behaviour. However Members agreed that they were *"a first step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas"*.

Shirecliffe

- 4.10 Leaflets have been delivered to 1680 properties. Five people have contacted the Council, four in support:

"Received a leaflet and am completely for it! I live on Fairbank Rd and drivers use it as a cut through speedway! Children play everywhere and I regularly see careless drivers race up the road, mostly taxi drivers!"

- 4.11 One objection has been received. The objector feels that the scheme would not achieve anything and would be a waste of money. The objection was made in a telephone call; the resident was advised to put her objection in writing but this has not so.

- 4.12 All written comments are available to view on request.

Other Consultees

- 4.13 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."

The police have not yet reviewed the specific proposals for the two areas.

Should they identify any roads in either area on which they feel drivers' speeds may not reduce after the reduction of the signed 20mph limit the speeds on those roads will be monitored before and after implementation of the schemes. If in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

- 4.14 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.15 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 and has received no objections.

Summary

- 4.16 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 this area.
- 4.17 Having considered the objections to the introduction of a 20mph speed limit in Darnall and Shirecliffe the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. It is recommended that the proposals set out in this Report be approved in order to continue the delivery of the 20mph Speed Limit Strategy.

Relevant Implications

- 4.18 The 20mph areas described in this report is to be funded from an approved allocation from the 2014/15 Local Transport Plan 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 speed limits in residential areas

The estimated cost of design and installation of each scheme is as follows:

Darnall	£51,800
Shirecliffe	£32,000

- 4.19 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.

- 4.20 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 Consideration has been given to omitting Wilfrid Road from the Darnall 20mph speed limit area. There are relatively few residential properties fronting Wilfrid Road, however it bounds one side of Darnall Community Park and play area. Following receipt of these comments the local ward members were asked for their opinion on the inclusion of Wilfrid Road, either in total or in part. Two of the three ward councillors responded and both specifically asked for speed limit on Wilfrid Road to be reduced to 20mph as originally planned.
- 5.2 The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in 4.13 above.

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 Having considered the objections to the introduction of a 20mph speed limit in Darnall and Shirecliffe the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. 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 Make the Darnall and Shirecliffe 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Introduce the proposed 20mph speed limits.

Simon Green
Executive Director, Place

14 October 2014



Don't stop on the zig-zag lines

Most pupils walk to school. Of those parents who drive their children to school, most respect the safety of others and park responsibly. However, despite many appeals and warnings a few continue to stop on the 'School Keep Clear' markings at the school gates. The safety of children is too important for this to continue. In future, if you do stop on the zig-zag lines you risk a £70 fine.

What happens next?

We plan to introduce the new speed limit by the end of **March 2015**, but this will depend on the response we receive to this leaflet. If you have any questions or comments please contact:

Simon Nelson, telephone: 0114 273 6176
email: simon.nelson@sheffield.gov.uk

If you wish to lodge an objection to the new speed limit, please put this in writing to:
 Transport, Traffic & Parking Services
 2-10 Carbrook Hall Road
 Sheffield S9 2DB

Formal objections must be received by the 12th September 2014.

This document can be supplied in alternative formats, please contact 0114 273 6176
 Sheffield City Council
www.sheffield.gov.uk/20mph

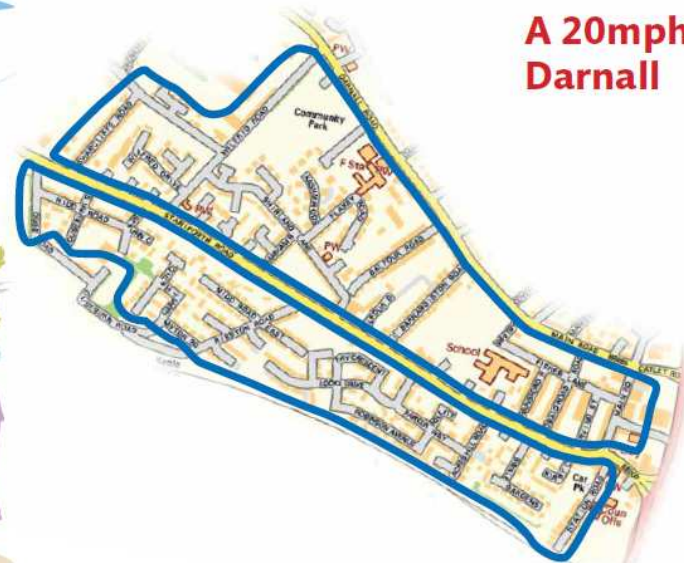
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DP16089 / Darnall

Help us make our roads safer!



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

A 20mph speed limit for Darnall

Why are we doing this?

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

- 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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Simon Nelson, telephone: 0114 273 6176
email: simon.nelson@sheffield.gov.uk

If you wish to lodge an objection to the new speed limit, please put this in writing to:
 Transport, Traffic & Parking Services
 2-10 Carbrook Hall Road
 Sheffield S9 2DB

Formal objections must be received by the 12th September 2014.

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

Sheffield City Council
www.sheffield.gov.uk/20mph

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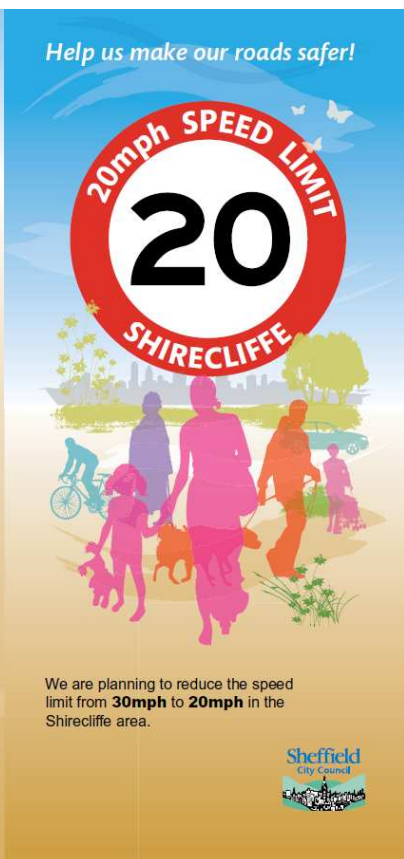

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DP16069 / Shirecliffe


Help us make our roads safer!

20mph SPEED LIMIT
20
SHIRECLIFFE

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

A 20mph speed limit for Shirecliffe



Why are we doing this?

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

- 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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