

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 8 January 2015 by the Highway Cabinet Member Decision Session.

Date notified to all members: Wednesday 14 January 2015

The end of the call-in period is 4:00 pm on Tuesday 20 January 2015

The decision can be implemented from Wednesday 21 January 2015

Item No

5. 20MPH PROGRAMME FOR 2015/16 AND A REVIEW OF THE BOUNDARIES OF THE AREAS

5.1 The Executive Director, Place submitted a report describing the proposed programme of 20mph areas for 2015/16 and changes to the boundaries of some of these areas. It also included recommendations for the prioritisation of 20mph schemes and the issue of whether to include classified roads.

5.2 **RESOLVED:** That:-

- (a) the 2015/16 programme of proposed 20mph areas described in paragraph 4.12 of the report be approved;
- (b) the introduction of future 20mph schemes be prioritised by both their road injury collision record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme;
- (c) each classified road within a proposed 20mph area be assessed for inclusion or exclusion on a case by case basis;
- (d) the boundary review be continued for all the remaining potential 20mph areas in the City.

5.3 Reasons for Decision

5.3.1 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

5.3.2 The introduction of a 20mph speed limit in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy.

5.4 Alternatives Considered and Rejected

5.4.1 That speed limits in residential areas across the City remain the same. However, this would lead to the same level of road accidents and vehicle speeds in residential areas.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.8 Relevant Scrutiny and Policy Development Committee if Decision Called In

Economic and Environmental Wellbeing

6. DEEP LANE CYCLE CROSSING CONSULTATION

6.1 The Executive Director, Place submitted a report describing the proposed changes to improve the perception of safety for users of the Blackburn Valley Cycle Route when crossing Deep Lane. It also set out a response to an objection to the scheme.

6.2 **RESOLVED:** That:-

(a) the scheme, as described in the report, be approved;

(b) works to improve drainage in the area be undertaken by Amey as part of the detailed design process; and

(b) the objectors be informed accordingly.

5.3 Reasons for Decision

5.3.1 Officers believe the objections have been addressed and the reasons for the recommendations outweigh the objections received. The works described in the report will contribute to an improvement in safety on Deep Lane.

5.4 Alternatives Considered and Rejected

5.4.1 A signing only scheme was considered but it was decided that it would not have sufficient effect on driver speed and would not have any effect on visibility.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

7. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN HACKENTHORPE AND THE AREA AROUND LONDON ROAD

7.1 The Executive Director, Place submitted a report describing the response from residents to the proposal to introduce a 20mph speed limit in Hackenthorpe and the area around London Road, reporting the receipt of objections and setting out the Council's response.

7.2 **RESOLVED:** That:-

- (a) the Hackenthorpe and London Road area 20mph Speed Limit Orders be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly;
- (c) the proposed 20mph speed limits be introduced; and
- (d) an advisory part-time 20ph speed limit be introduced on parts of Beighton Road as shown in Appendix C to the report.

5.3 Reasons for Decision

5.3.1 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.

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

5.4 Alternatives Considered and Rejected

5.4.1 In the case of Sheffield Road and Beighton Road consideration had been given to two alternative options to that recommended in this report. The first, to introduce a

20mph limit along the full length of Sheffield Road and Beighton Road as advertised had been discussed in paragraph 4.13 to 4.16 of the report. The introduction of a mandatory part-time 20mph speed limit in the area around the Beighton Road entrance to Rainbow Forge school has also been explored and discounted to the disproportionately high cost involved in providing the correct variable message signing required to render the limit legally enforceable.

- 5.4.2 The other 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 paragraphs 4.12 and 4.21 of the report.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.8 Relevant Scrutiny and Policy Development Committee if Decision Called In

Economic and Environmental Wellbeing

8. COISLEY HILL - OBJECTIONS TO PROPOSED TRAFFIC CALMING

- 8.1 The Executive Director, Place submitted a report outlining objections received to proposals for the introduction of traffic calming and a pedestrian crossing, along with associated waiting restrictions, on Coisley Hill and Sheffield Road, Woodhouse. The report sought a decision on how the scheme should be progressed in light of these objections.

- 8.2 **RESOLVED:** That a decision on the scheme be deferred to a future meeting pending further consideration of the location of the proposed zebra pedestrian crossing.

8.3 Reasons for Decision

- 8.3.1 To consider the objections received in greater detail.

8.4 Alternatives Considered and Rejected

- 8.4.1 Implementing the scheme as advertised was considered but rejected owing to objectors' concerns.

8.4.2 Abandoning the scheme was considered but rejected given apparent support for the scheme in principle.

8.5 **Any Interest Declared or Dispensation Granted**

None

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

None

8.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

9. **CAT LANE/CARFIELD LANE - PROPOSED PROHIBITION OF DRIVING ORDER**

9.1 The Executive Director, Place submitted a report in relation to a proposed prohibition of driving order at Cat Lane/Carfield Lane.

9.2 **RESOLVED:** That, having considered the objection(s) to the proposed Traffic Regulation Order, it is agreed that:-

- (a) the objection should be overruled;
- (b) the Traffic Regulation Order should be made in accordance with the Road Traffic Regulation Act 1984;
- (c) the objector be informed accordingly;
- (d) the necessary work to implement the closure of Cat Lane be carried out; and
- (e) authority be given for the gate to be locked shut to prevent the passage of vehicles.

9.3 **Reasons for Decision**

9.3.1 Fly tipping is a problem in this area and current measures are not sufficient for the local users of the area. This TRO and gate will remove the through route, which are known to be preferred by fly-tippers, therefore reducing the incidences of fly-tipping at this location and increasing the amenity of this area for the local users of the area.

9.3.2 Agreement from PROW, The Countryside and Environment team, Highways

Maintenance including Amey, local members and The Friends of Cat Lane Woods that this is the best course of action.

- 9.3.3 Whilst the issues raised by the objector are noted it is felt that these issues have all been considered and addressed and that the benefits of proceeding with the TRO outweigh the outstanding objection

9.4 **Alternatives Considered and Rejected**

- 9.4.1 Apply for TRO and fit 2 gates to completely restrict vehicular access from the outset. It was preference of all in attendance at the meeting to have a TRO that allows for this, but to only put one physical gate in place in the first instance, to ease access to Rose Cottage, whilst restricting the through route that fly-tippers currently enjoy. This was discussed and agreed as the best course of action at the site visit in September 2013.

- 9.4.2 Monitor the area and continue to remove fly-tipping.

Fly-tipping is removed from the public right of way itself by Amey under the streets ahead contract.

Fly-tipping is removed from the adjacent lands by the Countryside and Environment team.

This is not sustainable for Countryside and Environment team in particular who struggle to keep on top of the issue in this area. The local public including The Friends of Cat Lane Woods are calling for more robust and sustained action by Sheffield City Council.

9.5 **Any Interest Declared or Dispensation Granted**

None

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

None

9.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing