

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Tuesday 17 November 2015 by the Highway Cabinet Member Decision Session.

Date notified to all members: Thursday 19 November 2015

The end of the call-in period is 4:00 pm on Wednesday 26 November 2015

The decision can be implemented from Thursday 27 November 2015

Item No

4. NORTH SHEFFIELD BETTER BUSES - SPITAL HILL

4.1 The Executive Director, Place submitted a report in relation to the North Sheffield Better Buses Project at Spital Hill.

4.2 **RESOLVED:** That:-

- (a) the schemes as shown in Appendices A and B of the report be implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums); and
- (b) the respondents be informed accordingly.

4.3 Reasons for Decision

4.3.1 The schemes described in the report will contribute to improving journey times and reliability for bus services along this route.

4.3.2 The schemes are being designed in detail with funding available to allow the schemes to be built in 2015/16 and 2016/17.

4.4 Alternatives Considered and Rejected

4.4.1 The alternative would be to do nothing which would not address the issues that regularly occur at these locations. The designs are therefore the preferred options.

4.5 Any Interest Declared or Dispensation Granted

None

4.6 Reason for Exemption if Public/Press Excluded During Consideration

None

4.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

4.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

5. NORTH SHEFFIELD BETTER BUSES - RUTLAND ROAD/PITSMOOR ROAD

5.1 The Executive Director, Place submitted a report in relation to the North Sheffield Better Buses Project at Rutland Road/Pitsmoor Road.

5.2 **RESOLVED:** That:-

(a) the scheme as shown in Appendix A be approved and implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums); and

(b) the respondents be informed accordingly.

5.3 Reasons for Decision

5.3.1 The scheme described in this report will contribute to improving journey times and reliability for bus services along this route. At the same time it addresses the concerns of the one respondent.

5.3.2 The scheme is currently being designed in preliminary detail, with funding available to allow the scheme to progress to detailed design and construction in 2016/17.

5.4 Alternatives Considered and Rejected

5.4.1 The alternative to the scheme would be to do nothing, which would not address the issues that regularly occur at the location.

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. SHEFFIELD 20MPH SPEED LIMIT STRATEGY: OBJECTION TO PROPOSED SPEED LIMITS IN GLEADLESS VALLEY, STANNINGTON AND PARK ACADEMY AREAS

06.1 The Executive Director, Place submitted a report describing the response from residents to the proposal to introduce a 20mph speed limit in Stannington, Gleadless Valley and the area around Sheffield Park Academy.

6.2 **RESOLVED:** That:-

- (a) the Stannington, Gleadless Valley and Sheffield Park Academy 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;
- (d) an advisory part-time 20mph speed limit on parts of Stannington Road as shown in Appendix C of the report be introduced; and
- (e) a further 20 mph Speed Limit Order be promoted for the remainder of Roscoe Bank.

6.3 Reasons for Decision

6.3.1 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.

6.3.2 Having considered the objections to the introduction of a 20mph speed limit in Stannington, and Gleadless Valley 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 these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy.

6.4 Alternatives Considered and Rejected

6.4.1 In the case of Stannington Road consideration has been given to two alternative options to that recommended in this report. The first, to introduce a 20mph limit along the full length of Stannington Road as advertised has been discussed in paragraph 4.8 of the report. The introduction of a mandatory part-time 20mph speed limit in the area around the entrance to Stannington infant 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.

6.4.2 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 paragraph 4.14 of the report.

6.5 Any Interest Declared or Dispensation Granted

None

6.6 Reason for Exemption if Public/Press Excluded During Consideration

None

6.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

6.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

7. FURNISS AVENUE ZEBRA: REPORT ON PROPOSED SCHEME WITH LETTER OF REQUEST TO CHANGE CROSSING FROM A ZEBRA CROSSING TO A LIGHT CONTROLLED CROSSING

7.1 The Executive Director, Place submitted a report describing the proposals for a zebra crossing to be located on Furniss Avenue close to both Totley Brook Road and a footpath. The report also outlined comments received following public and statutory consultations and any responses given.

7.2 RESOLVED: That:-

- (a) the request for a signal controlled crossing be noted but for the reasons stated in the report approval be given to the installation of a Zebra crossing on the grounds this will be on the desire line and that the overall pedestrian vehicular flows do not warrant a signal controlled crossing at this location; and
- (b) the relevant consultee be informed accordingly.

7.3 Reasons for Decision

7.3.1 To improve pedestrian facilities and safety at the site of a very busy route to school.

7.4 Alternatives Considered and Rejected

7.4.1 At the time of assessment it was considered most appropriate to have a zebra crossing due to the relatively low traffic speed and the desire line. A light controlled crossing would need to be a minimum of 20m away from the junction with Totley

Brook Road and would be difficult to site with the driveways to houses. Moving the crossing away from the desire line would mean it would be less likely to be used. The cost of a signalised crossing is much higher and would not provide materially improved benefits. Therefore it cannot be justified at this location.

7.5 Any Interest Declared or Dispensation Granted

None

7.6 Reason for Exemption if Public/Press Excluded During Consideration

None

7.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

7.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing