

Highway Cabinet Member Decision Session

Tuesday 17 November 2015 at 1.00 pm

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.

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 Environment and Transport, Councillor Terry Fox, 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
17 NOVEMBER 2015**

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 - 8)
Minutes of the Session held on 13 August 2015
- 4. North Sheffield Better Buses - Spital Hill** (Pages 9 - 20)
Report of the Executive Director, Place
- 5. North Sheffield Better Buses - Rutland Road/Pitsmoor Road** (Pages 21 - 28)
Report of the Executive Director, Place
- 6. Sheffield 20mph Speed Limit Strategy: Objection to Proposed Speed Limits in Gleadless Valley, Stannington and Park Academy Areas** (Pages 29 - 46)
Report of the Executive Director, Place
- 7. Furniss Avenue Zebra: Report on Proposed Scheme with Letter of Request to Change Crossing from a Zebra Crossing to a Light Controlled Crossing** (Pages 47 - 58)
Report of the Executive Director, Place

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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, 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 13 August 2015

PRESENT: Councillor Terry Fox (Cabinet Member for Environment and Transport)

ALSO IN ATTENDANCE: Councillor Tony Downing (Cabinet Adviser)
Simon Botterill (Team Manager, Traffic Management)
Andrew Marwood (Highways Engineer)

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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 9 April 2015, were approved as a correct record.

4. POTTER HILL LANE/COTTAM ROAD TRAFFIC REGULATION ORDER (BUS HOTSPOT)

4.1 The Executive Director, Place submitted a report outlining the results of public consultation and objections to a Traffic Regulation Order in relation to bus hotspots at Potter Hill Lane and Cottam Road and making recommendations on a way forward.

4.2 RESOLVED: That:-

- (a) the Cabinet Member approves the revised scheme and requests its implementation to introduce double yellow lines and a parking bay as shown in Appendix B of the report, subject to confirmation of costs after detailed design;
- (b) the Traffic Regulation Order relating to the proposed waiting restrictions be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) the objector be informed accordingly.

4.3 Reasons for Decision

4.3.1 The revised scheme described in the report will still contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of objectors to the original proposal.

4.3.2 The scheme is being designed in detailed with funding available in 2015/16 to allow the scheme to be built.

4.4 **Alternatives Considered and Rejected**

4.4.1 The alternative options were outlined within the report.

5. **CHESTERFIELD ROAD KEY BUS ROUTE: CHESTERFIELD ROAD WIDENING - CONSULTATION FEEDBACK**

5.1 The Executive Director, Place submitted a report setting out officer responses to comments received during the public re-consultation exercise, following the development of a revised layout for Chesterfield Road between Thirwell Road and Windsor Road.

5.2 **RESOLVED:** That:-

- (a) the Cabinet Member approves the re-designed scheme to introduce a peak hour bus lane from Windsor Road to Thirwell Road and requests its implementation, as shown on drawing number SD/1449/LT107/C02 REVA, as shown in Appendix A of the report;
- (b) the Traffic Regulation Order be made relating to the proposed waiting restrictions and bus lane in accordance with the Road Traffic Regulation Act 1984;
- (c) the Cabinet Member notes the ongoing positive discussions with properties fronting the scheme and the potential need for CPO proceedings should negotiations prove fruitless; and
- (d) all parties responding to the consultation be informed accordingly.

5.3 **Reasons for Decision**

5.3.1 The revised scheme described in the report will contribute to improvements in the punctuality and reliability of bus services on Chesterfield Road and, as part of the Better Bus Projects, across the City. The scheme also gives improved accessibility to bus stops and should reduce congestion and improve road safety, especially for pedestrians and cyclists.

5.3.2 The revised proposals address the majority of concerns raised by objectors to the original proposals.

5.3.3 Full funding for the scheme can only be secured, via the Better Buses Partnership Board, once the total cost is more certain. Enquiries with United Utilities and specialist sub-contractors are ongoing but indications are that funding will be available; this being a scheme that the bus operators feel will deliver huge benefits.

5.4 Alternatives Considered and Rejected

- 5.4.1 Between the first and second consultation, officers looked at various options to address the objections received which were based around the proposed changes to access at Albert Road and Plantation Road. Feasibility studies were undertaken on various options including signalling the junction and creating a new access road to the rear of the Red Lion public house. The option of the access road was discounted due to cost of acquiring the land and construction. Signalling the Albert Road junction would lead to further delay on Chesterfield Road and therefore was also discounted.
- 5.4.2 The preferred option, as shown in Appendix A of the report, is considered to be the best solution when trying to achieve a balance which suits various user groups while at the same time satisfying road safety requirements.

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SHEFFIELD CITY COUNCIL

Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 17 November 2015

Subject: North Sheffield Better Buses – Spital Hill

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

Two of these schemes are on Spital Hill where buses and other road users are frequently delayed. In an outbound direction, buses at the bus stop in the main carriageway prevent other traffic from continuing ahead. In an inbound direction the bus lane approaching Savile Street is not functioning as intended and is leading to lane-changing, vehicular conflict and imbalanced queuing.

Schemes to address these issues have been developed and were consulted upon in July-August 2015. There were no objections and no issues remain outstanding.

Reasons for Recommendations:

The revised scheme described in this report will contribute to improving journey times and reliability for bus services along this route, as well as reducing congestion and providing improved pedestrian facilities.

The scheme is being designed in detail with funding available to allow construction to start in 2015/16 and be completed in 2016/17, should programmes permit.

Recommendation:

Approve and implement the schemes as shown in Appendices A and B, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Inform the respondents accordingly.

Background Papers:

Appendix A – Spital Hill / Hallcarr Street, Bus Stop Re-Location

Appendix B – Spital Hill / Savile Street, Bus Lane Removal

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Gaynor Saxton
Legal Implications
Cleared by: Paul Bellingham
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
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
Burngreave
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
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

NORTH SHEFFIELD BETTER BUSES – SPITAL HILL

RESULTS OF PUBLIC CONSULTATION

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

Two of these schemes are on Spital Hill where buses and other road users are frequently delayed. In an outbound direction, buses at the bus stop in the main carriageway prevent other traffic from continuing ahead. In an inbound direction the bus lane approaching Savile Street is not functioning as intended and is leading to lane-changing, vehicular conflict and imbalanced queuing.

Schemes to address these issues have been developed and were consulted upon in July-August 2015. There were no objections and no issues remain outstanding. The schemes are therefore recommended for approval.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The scheme will help to reduce delays for buses and other vehicles, improving journey times and reliability. All these benefits contribute to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

The proposals will contribute to improving journey times and reducing congestion leading to a more reliable and attractive public transport network and a reduction in vehicle emissions.

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTe) and local bus operators), has identified Spital Hill as a source of frequent delay on bus routes between Ecclesfield and the City Centre, and vice versa.

Heading outbound, buses are delayed along Spital Hill and journey time data has shown that buses often take up to 6 minutes to travel what should take several minutes less. Inbound, the bus lane is proving to be ineffective and is not providing the expected benefits to buses. It is expected that there will be around a minute saving per bus.

Whilst both schemes should bring about individual journey time savings, they would also help to greatly improve the reliability of bus services at all times, helping buses to turn up on time. Other vehicles would also benefit from the reduced congestion.

Proposal and Consultation

Officers developed two schemes to address the delays, these are discussed separately below.

Spital Hill / Hallcarr Street

The outbound bus on Spital Hill has to stop in the main carriageway due to on-street parking nearby necessitating a bus build-out. When buses are at the stop, traffic cannot pass by and so queues frequently develop behind the buses. Furthermore, buses coming the opposite direction struggle to pass, due to the narrow road width between the parking lay-bys.

To address this it is proposed to relocate the bus stop to a new position opposite Hallcarr Street. Four parking spaces would be removed but two replacement spaces would be installed where the existing bus stop is. This proposal will allow 2 outbound buses to pull in without obstructing other traffic.

Spital Hill/Savile Street

There is currently a relatively short section of bus lane (about 30 metres) operating in the nearside lane approach to Savile Street. Below the Tesco junction, this bus lane is often contravened by motorists but is also ineffective because most of the traffic coming down the hill goes straight ahead to the Wicker or A61 South, and therefore needs to cut across to the nearside lane. There is only a short section of road beyond the bus lane (about 40m which is enough for just 6 or 7 cars) for traffic to do this.

To resolve this, it is proposed to remove the short section of bus lane referred to. This will allow the majority of traffic to be in the appropriate lane earlier on and will afford more stacking space. Buses meanwhile will utilise the lesser used offside lane, which will be right-turn only (except for buses and other authorised users who will continue across Savile Street towards the Wicker). In the Wicker the central reserve island will be narrowed slightly in order to provide an additional lane, thereby allowing buses easier access to the Wicker.

Consultation

Consultation with affected residents took place in July-August 2015. Local Members, the emergency services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. Signs were erected on each approach to Spital Hill advising people to visit a dedicated page on the Council's website to see further details of the two proposals. Over 300 hits were made on the North Sheffield website page.

7 comments were received, two of which were fully supportive. One respondent raised concerns about the additional walk to the relocated bus stop near Hallcarr Street. Officers looked into this but unfortunately there is no suitable alternative position for the bus stop without removing substantial amounts of roadside parking, which would be unpopular in this busy shopping area.

Burngreave TARA responded indicating that they had distributed the plans to their members. They received 10 comments and it was stated that the “*overall response from our 10 respondents was positive overall and things 'seem sensible'.*”

2 comments were received from cyclists, who raised concerns that the Spital Hill / Savile Street scheme may cause additional problems for them and other cyclists. In view of this the scheme was amended to incorporate a new shared use facility between the Tesco junction and Savile Street. This provides a safe alternative for those cyclists who wish to access the advanced stop line or turn left along Savile Street. It is likely that confident cyclists will continue to use the main carriageway, taking advantage of the gap between two better-organised queues.

A response was also received from Cycle Sheffield, on 30 September 2015. The response stated that “*Commenting on the specifics of this design, which leaves the road fundamentally unsafe for cyclists, might be seen to condone it, so we will refrain. The minor changes represent no significant improvement for cyclists (existing or potential).*”

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £300,000 which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Passenger Transport Executive’s 2015/16 and 2016/17 Better Buses programme, but this allocation still needs to go through the Councils Capital Approval process.

The 25-year commuted sum for ongoing maintenance costs is estimated at around £10,000. This indicative sum was calculated following an assessment of the preliminary design. The actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using ‘credit’ from negative commuted sum calculations for other bus-related schemes.

Legal

Traffic Regulation Order: 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 Individual Cabinet Member 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 Individual Cabinet Member is so satisfied then it is acting lawfully and within its powers.

Highways Improvements: The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve and carry out the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion is that the works are equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle-to-vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

ALTERNATIVE OPTIONS CONSIDERED

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.

REASONS FOR RECOMMENDATIONS

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

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

RECOMMENDATIONS

Approve and implement the schemes as shown in Appendices A and B, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Inform the respondents accordingly.

Simon Green

Executive Director, Place

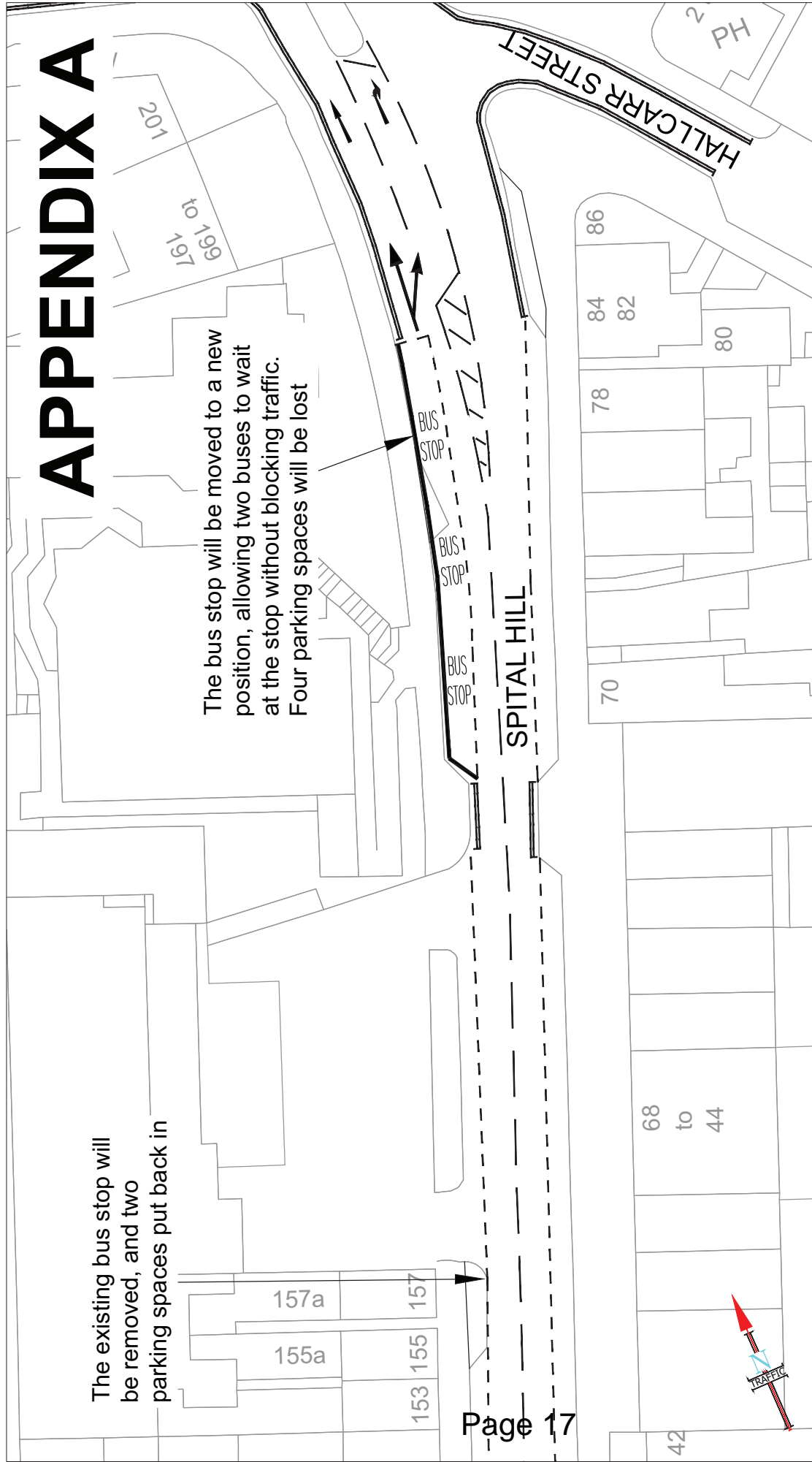
12 November 2015

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APPENDIX A

The existing bus stop will be removed, and two parking spaces put back in

The bus stop will be moved to a new position, allowing two buses to wait at the stop without blocking traffic. Four parking spaces will be lost



**NORTH SHEFFIELD
BETTER BUSES AREA 2**

**SPITAL HILL /
HALLCARR STREET**

JULY 2015

SD-LT188-C1

NOT TO SCALE

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APPENDIX B

Lane markings altered. Left hand lane now ahead/left, right hand lane for ahead only

Bus stop to be relocated as shown, to ensure two buses don't block Spital Hill traffic.

Two lanes will be provided on Saville Street for a longer distance, to prevent queueing back to the junction

Bus lane to be extended to the Saville Street junction, with the central island narrowed accordingly. The existing lanes will remain unchanged.

The bus lane between Tesco and Saville Street is removed. Offside lane becomes right turn only except for buses

Footway to be converted to shared use allowing cyclists to bypass queueing traffic and reach the ASL.

Cyclists to rejoin main carriageway into existing ASL.

Tesco access to remain unchanged

NOTE - SOME EXISTING ROAD MARKINGS OMITTED FOR CLARITY

SEPT 2015

SD-LT187-C2

NOT TO SCALE

SPITAL HILL / SAVILE STREET

NORTH SHEFFIELD
BETTER BUSES AREA 2

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SHEFFIELD CITY COUNCIL

Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 17 November 2015

Subject: North Sheffield Better Buses – Rutland Road/Pitsmoor Road

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Rutland Road, between Cooks Wood Road and Pitsmoor Road. Buses are delayed along Pitsmoor Road, primarily because of congestion and heavy traffic flows.

A scheme, comprising road widening, revised road markings and an uncontrolled pedestrian crossing point, was consulted upon in July-August 2015. Only one comment was received, and there are no formal objections and no longer any issues outstanding.

Reasons for Recommendations:

The scheme described in this report will contribute to improving journey times and reliability for bus services along this route, as well as reducing congestion for all traffic and providing improved pedestrian facilities.

The scheme is currently being designed in detail with funding available to allow the scheme to be built in 2016/17.

Recommendations:

Approve and implement the scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Inform the respondent accordingly.

Background Papers:

Appendix A – Final Proposal

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Gaynor Saxton
Legal Implications
Cleared by: Paul Bellingham
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
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
Burngreave
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
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

NORTH SHEFFIELD BETTER BUSES – RUTLAND ROAD / PITSMOOR ROAD

RESULTS OF PUBLIC CONSULTATION

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Rutland Road, between Cooks Wood Road and Pitsmoor Road. Buses are delayed along Pitsmoor Road, primarily because of congestion and heavy traffic flows.

A scheme, comprising road widening, revised road markings and an uncontrolled pedestrian crossing point, was consulted upon in July-August 2015. Only one comment was received, and there are no formal objections and no longer any issues outstanding.

The scheme is therefore recommended for approval.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The scheme will help to reduce delays for buses and other vehicles, improving journey times and reliability. The uncontrolled crossing point will bring road safety benefits for pedestrians. All these benefits contribute to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

The proposals will contribute to improving journey times and reducing congestion leading to a more reliable and attractive public transport network and a reduction in vehicle emissions.

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators), has identified Hucklow Road as a source of frequent delay on bus routes between Ecclesfield and the City Centre.

Buses are delayed due to congestion, and limited road width, along Pitsmoor Road. Generally northbound buses take about 2 minutes 10 seconds to get through the junction, but it can often take them up to 7 minutes. The scheme should mean that all buses take about 1 minute 30 seconds, which means better journey times but in particular big improvements in the reliability of buses.

Other vehicles will also benefit from the reduced congestion.

Proposal and Consultation

Officers developed a scheme to address the delays, which comprises road widening, revised road markings and a new pedestrian crossing point, which can be viewed in Appendix A.

The fundamental problem is that the right turn lane into Cooks Wood Road from Pitsmoor Road is of insufficient capacity to cater for the number of vehicles. Consequently this queue blocks other movements and causes delays. The scheme addresses this by widening the carriageway on the northern side of Rutland Road, allowing the right turn lane to be extended. Pedestrians also have difficulties crossing at the junction, so a new refuge island is to be provided to offer better crossing opportunities without causing undue delays to traffic.

Consultation with affected residents took place in July-August 2015. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. Signs were erected on each approach to the junction, advising people to visit a dedicated page on the Council's website to see further details of the proposal. A cycle audit was also completed.

Over 300 hits were made on the North Sheffield website page, but only one comment was received. Officers met with the respondent to discuss the scheme in detail. The main concern raised was related to drainage issues. To build the scheme, a new camber is required on the carriageway and therefore drainage should be improved upon completion of the scheme.

The respondent did indicate he would send further comments, but despite further prompting by officers on several occasions, no comments have been forthcoming.

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £300,000 which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Passenger Transport Executive's 2016/17 Better Buses programme, but this allocation still needs to go through the Councils Capital Approval process.

The 25-year commuted sum for ongoing maintenance costs is estimated at around £10,000. This indicative sum was calculated following an assessment of the preliminary design. The actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.

Legal

Highways Improvements: The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve and carry out the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion is that the works are equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle-to-vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

ALTERNATIVE OPTIONS CONSIDERED

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

REASONS FOR RECOMMENDATIONS

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.

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.

RECOMMENDATIONS

Approve and implement the scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

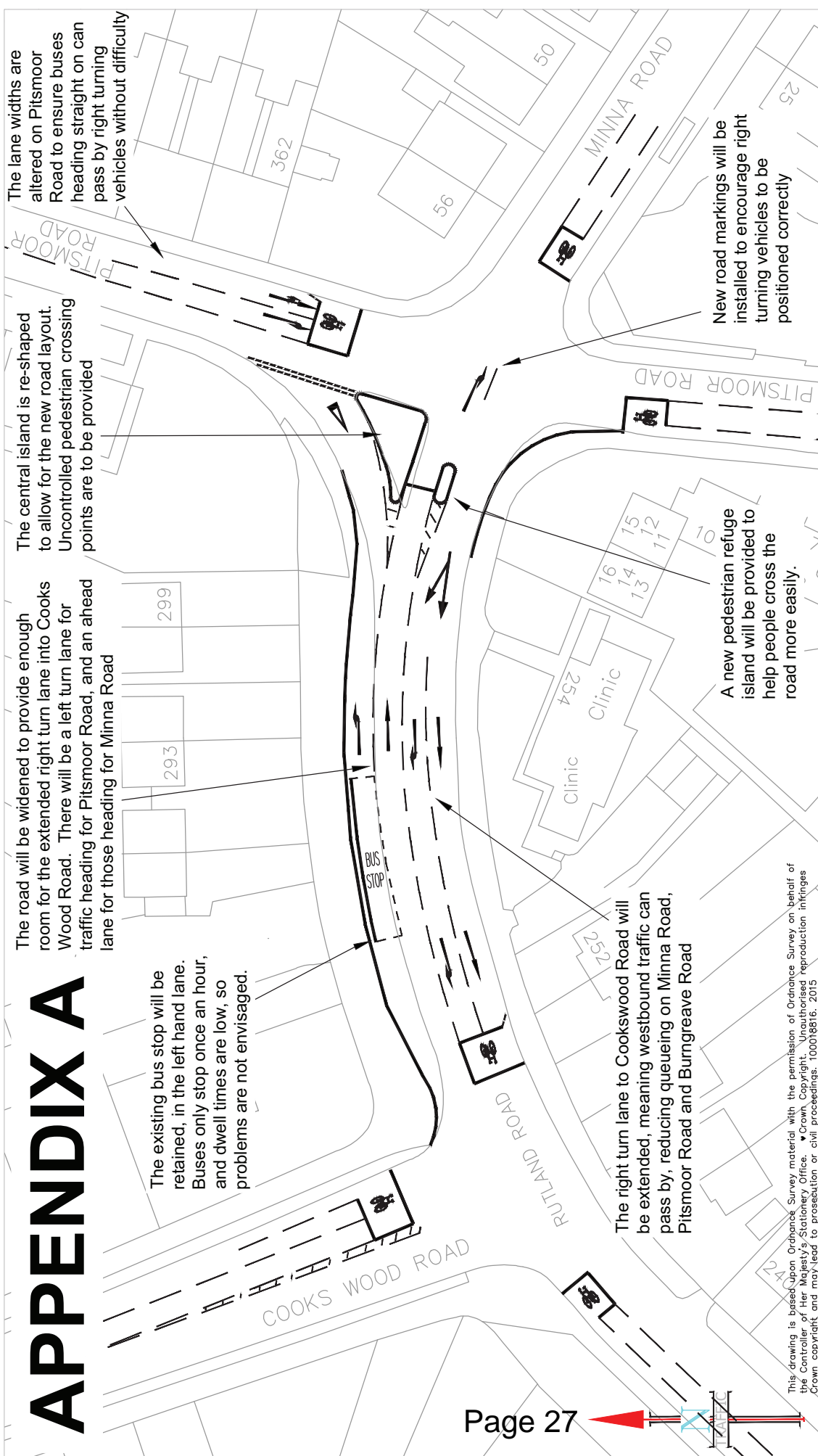
Inform the respondents accordingly.

Simon Green

Executive Director, Place

12 November 2015

APPENDIX A



The lane widths are altered on Pitsmoor Road to ensure buses heading straight on can pass by right turning vehicles without difficulty

The road will be widened to provide enough room for the extended right turn lane into Cooks Wood Road. There will be a left turn lane for traffic heading for Pitsmoor Road, and an ahead lane for those heading for Minna Road

The existing bus stop will be retained, in the left hand lane. Buses only stop once an hour, and dwell times are low, so problems are not envisaged.

The central island is re-shaped to allow for the new road layout. Uncontrolled pedestrian crossing points are to be provided

The right turn lane to Cookswood Road will be extended, meaning westbound traffic can pass by, reducing queueing on Minna Road, Pitsmoor Road and Burngreave Road

New road markings will be installed to encourage right turning vehicles to be positioned correctly

A new pedestrian refuge island will be provided to help people cross the road more easily.

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<p>NORTH SHEFFIELD BETTER BUSES AREA 2</p>	<p>RUTLAND ROAD / PITSMOOR ROAD</p>	<p>OCTOBER 2015 SD-LT191-C2 NOT TO SCALE</p>	

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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 17 November 2015

Subject: Sheffield 20mph Speed Limit Strategy:
Responses to a proposal to introduce a 20mph speed
limit in Stannington, Gleadless Valley and the area around
Sheffield Park Academy

Author of Report: Simon Nelson, 2736176

Summary:

This report describes the response from residents to the proposal to introduce a 20mph speed limit in Stannington, Gleadless Valley and the area around Sheffield Park Academy, 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 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.

Recommendations:

- 7.1 Make the Stannington, Gleadless Valley and the Sheffield Park Academy area 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.

7.4 Introduce an advisory part-time 20mph speed limit on parts of Stannington Road as shown in Appendix C.

Background Papers: Appendix A: Stannington consultation leaflet
Appendix B: Requested extensions to the Stannington 20mph speed limit area
Appendix C: Advisory 20mph speed limit on Stannington Road
Appendix D: Gleadless Valley consultation leaflet
Appendix E: Sheffield Park Academy consultation leaflet

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Damian Watkinson
Legal Implications
YES Cleared by: Paul Bellingham
Equality of Opportunity Implications
YES Cleared by: Annemarie Johnston
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
Stannington, Gleadless Valley and Manor Castle
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
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:
RESPONSES TO A PROPOSAL TO INTRODUCE A 20MPH SPEED LIMIT IN
STANNINGTON, GLEADLESS VALLEY AND THE AREA AROUND SHEFFIELD
PARK ACADEMY

1.0 SUMMARY

1.1 This report describes the response from residents to the proposal to introduce a 20mph speed limit in Stannington, Gleadless Valley and the area around Sheffield Park Academy, and 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. A total of 15 20mph areas were introduced in financial years 2013/14 and 2014/15. Each speed limit is indicated by traffic signs and road markings only, that is, they do not include any additional 'physical' traffic calming measures (such as road humps).

- 4.2 The Strategy was updated and the programme for 2015/16 was approved by the Highway Cabinet member on 8th January 2015². That programme comprised the three areas that are the subject of this report.
- 4.3 The intention to introduce a 20mph Speed Limit Order in Stannington, Gleadless Valley and the area around Sheffield Park Academy. The responses received are summarised below. All written comments are available to view on request.

The introduction of a 20mph Speed Limit in Stannington

- 4.4 Leaflets have been delivered to 4,473 properties informing residents about the intention to introduce a 20mph limit (see Appendix A).
- 4.5 42 people have written or telephoned to express their support for the 20mph limit.

"This is an excellent initiative and I fully support the proposal. It will undoubtedly increase safety in the area, providing of course road users adhere to the new regulations."

- 4.6 Messages of support have also been received from the Headteachers of Forge valley School and Stannington Infants School.

"I am in total agreement regarding this proposal. The speed of traffic outside school is not acceptable despite the existing measures to reduce speed."

- 4.7 Of those in support of the scheme several requested the expansion of the area to include the remainder of Roscoe Bank (15 people), Tofts Lane (three people) and Oldfield Road (four people), all on the western approaches to Stannington (see Appendix B).

Officer Comment:

Tofts Lane and the remainder of Roscoe Bank are for the most part narrow country lanes. As such it is understandable why vehicle speeds would be of concern to residents, walkers and visitors to the Rivelin Pub and Rivelin allotments. However, the implementation of the Sheffield 20mph Speed Limit Strategy is expressly limited to an urban environment with no provision to roll out the lower limit into the rural parts of the city.

Oldfield Road is similar in character to Stannington Road which it adjoins. Stannington Road is to be omitted from the scheme for the reasons set out in paragraph 4.8 below and officers suggest that Oldfield Road is also ill-suited

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

² [Sheffield City Council - Highway Cabinet Member Decision Session on Thursday 8 January 2015](#)

to the introduction of a 20mph limit: it is a relatively wide, straight commuter route and to the west the current 30mph limit changes to a de-restricted limit. Speed limits should be realistic and reflect the character of the road to which they apply but. In the case of Oldfield Road officers suggest that 30mph remains the appropriate speed limit and that a 20mph limit would be artificially low, likely to result in excessive abuse and bring 20mph limits in general into disrepute. South Yorkshire Police have objected to the introduction of a 20mph limit on similar roads in the past.

- 4.8 A number of people queried the omission of Stannington Road itself, particularly the section that runs past the entrance to the infant school and the nearby junction with Acorn Drive which leads to the entrance of Nook Lane Junior School. Councillor David Baker has also commented on this:

"I believe this proposal will be supported by a majority of Stannington residents. It would be appropriate if the zone was extended to include the short piece of Stannington Road that runs past Stannington Infants School and the junction leading to Nook Lane"

Officer comment:

Whilst understanding why some would like to see Stannington Road within the 20mph limit, officers feel that its inclusion within a mandatory, permanent 20mph speed limit area would be inappropriate due to its function as a strategic, classified distributor road and major bus route.

Although officers cannot recommend the introduction of a 20mph speed limit along the full length of Stannington Road, improving the safety of school children remains one of the key objectives of the Sheffield 20mph Speed Limit Strategy. The Strategy expressly provides for the introduction of localised, part-time advisory speed limits around the entrance to schools that are located on roads that are otherwise unsuitable for a 20mph speed limit. This is the approach that officers recommend – the introduction of a part time, advisory 20mph speed limit centred on the entrance to Stannington Infant School as shown in Appendix C.

- 4.9 Eight residents have objected to the introduction of a 20mph speed limit in Stannington. The grounds for these objections tend to relate to the principle of 20mph speed limits in residential areas and are summarised below.

a) *A 20mph limit is unnecessary. It is a waste of money. "The next step will be for someone to walk in front of a car with a red flag. Please someone have a reality check."*

Officer comment:

In common with many other local authorities throughout the country the Council is attempting to redefine what is considered to be the appropriate speed to drive at in residential areas by introducing 20mph limits. 30km/h (18mph) speed limits are rapidly becoming the norm in residential areas throughout Europe. The long term goal is to reduce

the fear of accidents, reduce the number and severity of actual accidents and make the streets of Sheffield a more pleasant place to be.

- b) *There is no significant accident record; what accidents there have been are scattered and provide no clear evidence of any specific black spot. Some parts of Stannington have had no accidents in the past five years*

Officer comment:

The 20mph Speed Limit Strategy is not intended to be a way of dealing with specific accident problems. As described above it is an attempt to change the driving culture in residential areas, to reduce the sometimes intimidatory impact of traffic on our neighbourhoods. The Council continues to invest in Accident Saving Schemes and road safety education, training and publicity targeted primarily at locations with areas with the highest number of accidents.

- c) *The limit will increase accidents due to driver frustration*

Officer comment:

Officers are unaware of any evidence that supports the assertion that the introduction of lower speed limits in residential areas results in an increase in the number of traffic accidents.

- d) *The introduction of the limit would not achieve the stated aims*

Officer comment:

The evidence base on which Councillors made their decision to introduce this 20mph speed limit is set out in the March 2012 report to CHC which explains the likely effects of introducing a 20mph speed limit in residential areas on vehicle speed and accident rates. Councillors have been made fully aware that any initial reductions in speed are likely to be marginal, perhaps 1 or 2mph (but by as much as 4mph on some faster roads) and that to be successful a critical mass of drivers need to convert supportive sentiments into actions.

- e) *Unless there is enforcement there will be no deterrent to speeding*

Officer comment:

The success of the 20mph Speed Limit Strategy hinges on the willingness of the Sheffield public to alter their own behaviour when driving in these areas. That will not be achieved by traffic signs and road markings alone. The roll out of the strategy will be backed up with long-term investment in both driver and community education with publicity to keep the focus on driving behaviour in all residential areas whether or not they are subject to a 20mph limit. It may be possible to

realise a short-term, marginal adjustment in behaviour amongst some drivers simply by erecting the '20' signs, but it will be a far lengthier project to achieve the goal of a fundamental change in driving behaviour.

- f) *The money should be spent elsewhere, such as on the running of Stannington Library or providing more off-street parking around Stannington shops*

Officer comment:

The funding being used for this 20mph schemes is provided by central government through the Local Transport Plan and must be used to fund new capital highway works.

- g) *"It seems you have no intention of paying heed to people's objections as you have put up notices already saying it is to be implemented!"*

Officer comment:

The decision making process that led to this area being selected is explained in the introduction to this report. By approving the 20mph Speed Limit Strategy and advertising *'the intention to introduce a 20mph Speed Limit Order'* it is correct that the Council would like to introduce this scheme. However, Members have said that they would not seek to impose the limit on an area whose residents clearly do not support it.

- h) *The proposal would unnecessarily cause an increase in fuel usage and therefore fuel cost to vehicle owners. It would result in inefficient vehicle operation and therefore cause an increase in the cost of maintenance to vehicle owners.*

Officer comment:

At lower, steadier speeds more cars can safely occupy the same road space. That said, it is not anticipated that this scheme materially contribute to any congestion that does occasionally occur.

Studies of the impact of physical traffic calming on vehicle emissions tend to agree that calming can cause a decrease in nitrous oxide emissions but an increase in carbon monoxide, carbon dioxide, oxides of nitrogen and hydro carbon emissions. This is primarily due to drivers slowing down and speeding up between calming features.

At a constant lower speed a driver will generally use less fuel, but it would be misleading to suggest that there would be an immediate reduction in vehicle exhaust emissions resulting solely from the introduction of 20mph limits. In the short-term, the small reductions in speed initially produced by sign-only 20mph speed limits are unlikely to effect vehicle emissions to any appreciable degree. A study of the

impact of the introduction of [un-calmed] 30km/h speed limits on vehicle exhaust emissions³ concluded that "... emissions of most classic pollutants should not be expected to rise or fall dramatically".

- i) *Traffic is already unnecessarily slowed by road speed humps on both Wood Lane and Stannington Road. The humps are too severe and should be removed*

Officer comment:

These humps were installed several years ago as a road safety measure on roads close to schools on which vehicle speeds were deemed to be inappropriately high. Following recent resurfacing works a number of people contacted the Council to complain that the humps are too severe. This matter has previously been referred to Amey to investigate and make alterations if necessary.

The introduction of a 20mph Speed Limit in the Gleadless Valley area

- 4.10 Leaflets have been delivered to 2,339 properties (Appendix D). Councillor McDonald has written welcoming the proposal, but no residents have contacted the Council to register their support for the new limit.
- 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 introduction of a 20mph Speed Limit in the area around Sheffield Park Academy

- 4.12 643 properties have received a leaflet (Appendix E). One resident has contacted the Council to express their support, in addition to which the Head of Sheffield Park Academy School has written:

"Excellent news. Sheffield Park Academy is fully supportive of the 20MPH Zone. We (Staff, Governors, Parents and Students) feel strongly that it is needed in order to provide a safer environment for our children and those who attend neighbouring primary schools when they are travelling to and from school."

- 4.13 No objections have been received.

Other Consultees

- 4.14 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

³ [Impact of 30 km/h zone introduction on vehicle exhaust emissions in urban areas](#) (Luc Int Panis, Steven Broekx, Carolien Beckx; Belgium, 2006)

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 shares the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal.”

The police will review the proposals and vehicle speed data for each of the areas as part of the Road Safety Audit process. Speeds will continue to be monitored on any roads on which they feel drivers' speeds may not reduce after the reduction of the 20mph limit. If in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

- 4.15 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.16 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy and neither they nor the bus operators have any “*major concerns from an operational point of view*” about the three schemes referred to in this report.

Summary

- 4.17 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.
- 4.18 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 Orders 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

- 4.19 The costs to associated with these schemes is estimated to be as follows:

	Cost of design and implementation	Commuted sum for future maintenance	Total
Stannington (including a part-time advisory 20mph speed limit on part of Stannington Road)	£87,500	£64,000	£151,500.00
Gleadless Valley	£53,000	£37,000	£90,000.00
Sheffield Park Academy	£37,500	£25,000	£62,500.00
			£306,000.00

These schemes are to be funded by part of an overall £400k allocation of Local Transport Plan (LTP) funding for 2015/16 for 20mph works. The scheme costs will be charged to BU 97985.

- 4.20 The Council as local highway authority have the power to vary speed limits on roads, other than trunk or restricted roads by making traffic regulation orders under section 84 of the Road Traffic Regulation Act 1984. The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 must be followed, and proper consideration given to all duly made representatives.

The Council must also have regard to the Department for Transport national policy, which encourages local authorities to consider implementing 20mph speed limits in residential areas. This policy recognises that traffic authorities have powers to introduce 20 mph speed limits, where a school is located on a road that is not suitable for a full-time 20 mph limit, that apply only at certain times of day. In support of this, the Secretary of State has provided a special authorisation for every traffic authority to place an advisory part-time 20 mph limit sign, with flashing school warning lights.

The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

- 4.21 An Equality Impact Assessment (EIA) was conducted and signed off for the report of 8th January 2015 which sought approval for the 2015/16 programme and updated Strategy. The EIA 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 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 above. 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.
- 5.2 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 4.14 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 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.

7.0 RECOMMENDATIONS

- 7.1 Make the Stannington, Gleadless Valley and Sheffield Park Academy area 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.
- 7.4 Introduce an advisory part-time 20mph speed limit on parts of Stannington Road as shown in Appendix C.

Simon Green
Executive Director, Place

12 October 2015
APPENDIX A



20

Help us make our roads safer!

20mph SPEED LIMIT
20
STANNINGTON

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 in **Autumn 2015**, but this will depend on the response we receive to this leaflet.

If you have any questions or comments please contact:

David Ramsden, telephone: 0114 273 6178
email: Traffic.Regs@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 7th August 2015.

This document can be supplied in alternative formats, please contact 0114 273 6178

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

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20

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

Sheffield City Council

A 20mph speed limit for Stannington


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.



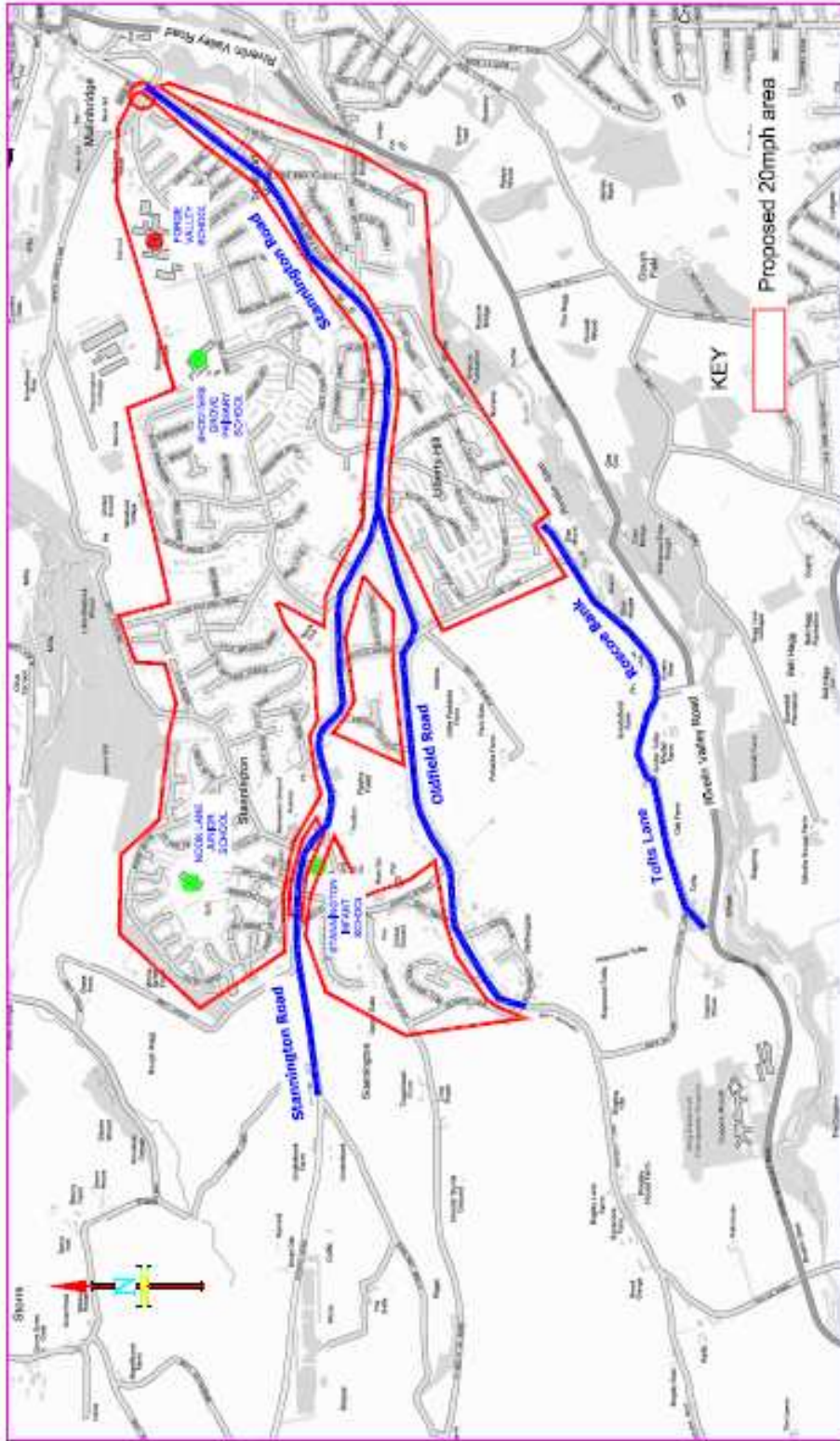
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What will the new 20mph areas look like?

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.

20



Stannington 20mph speed limit Oldfield Road, Roscoe Bank and Tofts Lane Location Plan

Not to scale


 Drawn by: David Swales, October 2015
 Source: Design, Transport, Traffic & Parking Services
 Sheffield City Council
 The City of Sheffield
 Planning, Transport, Children & Environmental Services
 Operations Unit, Sheffield Hallam University
 Report: Planning & Transport

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**Stannington 20mph speed limit
Stannington Infant School advisory part-time 20mph
speed limit**

Not to scale



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 Scheme Design, Transport, Traffic & Parking Services,
 Sheffield City Council
 File ref: 050611 Transport CDM
 Programme/Team/Design & Assurance/Scheme
 Design/1620 LTP Sheffield/20mph Assessment/20mph
 Road Review part-time advisory 20mph speed limit

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Help us make our roads safer!




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 in **Autumn 2015**, but this will depend on the response we receive to this leaflet.

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




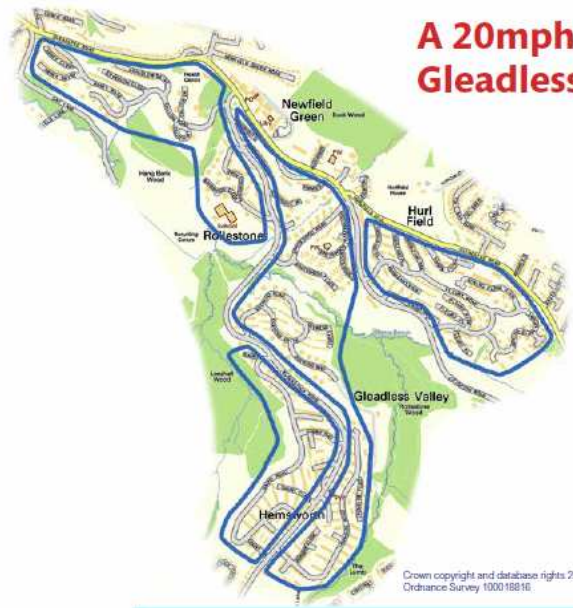
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DP1745B



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

A 20mph speed limit for Gleadless Valley

Why are we doing this?

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

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DP17459 / Park Academy

Help us make our roads safer!

20mph SPEED LIMIT
20
PARK ACADEMY

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

A 20mph speed limit for Park Academy

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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SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 17 November 2015

Subject: Zebra Crossing - Furniss Avenue, Dore

Author of Report: Gay Horsfield 273 5828

Summary:

This report describes the proposals for a Zebra crossing to be located on Furniss Avenue close to both Totley Brook Road and a footpath. It is a busy crossing location for children and parents / guardians with children wishing to cross to and from the local schools (King Egbert Secondary School & Dore Primary School). The scheme will improve pedestrian facilities and help to reduce the number of pedestrian related accidents on Furniss Avenue.

It also documents comments received following Public and Statutory Consultations and any responses given.

Reasons for Recommendations:

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

Recommendations:

Note the request for a signal controlled crossing but for the reasons stated in this report approve 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.

Inform the relevant consultee accordingly.

Background Papers:

Appendix A – Scheme Assessment Scoring (SES002)

Appendix B - Consultation letter, accompanying plan and Notice

Appendix C – Detailed submitted written comments and officer responses

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damien Watkinson
Legal Implications
Cleared by: Peter Sellars
Equality of Opportunity Implications
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
Dore
Relevant Cabinet Portfolio Leader
Terry Fox
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

ZEBRA CROSSING FURNISS AVENUE OBJECTION TO UNCONTROLLED PEDESTRIAN CROSSING

1.0 SUMMARY

1.1 This report describes the proposals for a Zebra crossing at a busy crossing location for school children and parents taking children to school.

1.2 This report also sets out the response to comments made following Public and Statutory Consultations.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The pedestrian crossing will improve accessibility and safety for a high number of pedestrians, many of whom are children that walk to and from school, and contribute to the creation of a safer residential environment and making the City a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is anticipated that once the crossing is in place it will improve public safety, make walking a more attractive travel option, through improved accessibility and so reducing the reliance on car travel. The scheme would contribute to the delivery of:

- the '*sustainable and safe transport*' objective of the Corporate Plan;
- Policy W of the Sheffield City Region Transport Strategy 2011-2026 (*To encourage safer road use and reduce casualties on our roads*); and
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a healthier population; a safer Sheffield*)

4.0 REPORT

Introduction

4.1 The zebra crossing is one of the local accessibility improvements requested to the transport network across Sheffield. All requests are scored using an agreed assessment criteria. The request has scored 7, see Appendix A. The crossing will be constructed at the same time as the core works in Dore to provide value for money.

4.2 The Zebra crossing will be located on the pedestrian 'desire line'. A survey carried out on 11 September 2015 showed Furniss Avenue was crossed by 314 people between 8:00am and 9:00am, mostly school pupils heading to King Ecgbert School or children with parents/guardians crossing to Dore Primary School.

4.3 During the five year period 1/1/2010 to 31/12/2014 there have been 2 slight recorded injury collisions at the junction of Furniss Avenue and Topley Brook Road. One collision involved a child.

- 4.4 The proposed Zebra crossing is located as near as possible to the desire line, where a footpath from Dore Village meets Furniss Avenue directly opposite Totley Brook Road.
- 4.5 The footpath will be widened where it meets Furniss Avenue which together with new baffle barriers and pedestrian guardrail will direct pedestrians towards the Zebra crossing.
- 4.6 The land required for the proposed widening is under Council (Education) ownership and will remain in Education ownership but will be maintained by Highways.
- 4.7 An existing tree will have to be removed to facilitate the installation of the Zebra crossing and three new trees will be planted to compensate for this, one on Totley Brook Road the other two on Furniss Avenue.

Statutory and Public Consultation

- 4.8 Statutory consultees including the Emergency Services and Veolia were informed of the proposals and invited to comment from 7th September 2015.
- 4.9 The public consultation period ran from 4th September to 25th September 2015. Letters were hand delivered to houses on Furniss Avenue and public notices erected at two locations (Furniss Avenue and Totley Brook Road). Appendix B shows the consultation letter, accompanying plan and consultation notice that were used.
- 4.10 Written responses were received from six agencies, individuals or groups including South Yorkshire Police, South Yorkshire Passenger Transport Executive, The Chair of Governors Dore Primary School and local residents. Their written comments and officer responses are detailed in Appendix C.
- 4.11 The issues raised included:
- The locations for replacement trees;
 - Impact on air quality due to standing vehicles;
 - Request for a signal controlled crossing

Main Points from the Consultation

- 4.12 Of responses:
- two specifically said they had no comment to make
 - two were in favour of the proposals; one with concerns regarding the locations for replacement trees and one requesting the crossing be signalised.

Other Consultations

- 4.13 Local Members, the ambulance and fire services and Veolia have been consulted about the scheme. No objections have been received from them.

Relevant Implications

- 4.14 The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report.
- 4.15 Financial implications have been identified as the cost of implementing this crossing and the ongoing maintenance (commuted sum). The cost to implement the scheme is approximately £57,000 funded by money from the LTP and held in BU93053. The commuted sum of approximately £5000 covering future maintenance, is not included as part of the capital cost. It is also claimed from the LTP, and then held in the revenue contribution account BU22183 and paid to Amey at the end of the financial year to cover related maintenance expenditure over the next 25 years. However should any other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.16 There are no significant differential equality implications identified with this scheme. Fundamentally it is positive for all people regardless of age, sex, race, faith, disability, sexuality etc. It is particularly positive for anyone with restricted mobility, wheelchair users, carers, the elderly, school children and people with pushchairs as the assessment process (see Appendix A) takes into account pedestrian accessibility and more vulnerable road users.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 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 Topley 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.

6.0 REASONS FOR RECOMMENDATIONS

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

7.0 RECOMMENDATIONS

- 7.1 Note the request for a signal controlled crossing but for the reasons stated in this report approve 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.
- 7.2 Inform the relevant consultee accordingly.

Simon Green
Executive Director, Place

12 November 2015

APPENDIX A:

Scheme Number

Title

Scheme Assessment Scoring

SES002 Furniss Ave at Totley Brook Road

Significant positive = 2

Crossing measures

Slightly positive = 1

Neutral = 0

Slightly negative = (-1)

Significant negative = (-2)

Date

01/05/2014

Criteria	Score	Notes
IMPACT ON NUMBER OF PEDESTRIAN AND CYCLIST ACCIDENTS	1	2 reported injury accidents between 1/1/2009 and 1/12/2013. 1 x 1 ped & 1 veh, 1 x 2 car
DEGREE OF FEAR AND INTIMIDATION	1	Very busy at school time with cars
TO WHAT DEGREE IS IT A MAJOR WALKING ROUTE	2	Secondary school on Totley Brook Road as well as primary
IMPACT ON CONDITIONS FOR WALKING	1	Crossing warden currently works at site nearer Dore Primary School Shirley Adams 30/04/2104
IMPACT ON ACCESS TO LOCAL AMENITIES (SHOPS, SCHOOLS, DRs etc)	1	Away from shops so score 1 for school access
IMPACT ON PUBLIC TRANSPORT	0	
IMPACT ON INAPPROPRIATE DRIVER SPEEDS	0	
IMPACT ON CYCLING	0	
IMPACT ON PEOPLE WITH DISABILITIES	1	Scored as crossing measure but not puffin
TOTAL SCORE	7	

APPENDIX B:

Consultation Letter, Accompanying Plan and Notice



Paul Johnson
Amey
Consulting and Strategic Infrastructure
Distington House, 1st Floor
Atlas Way
Sheffield S4 7QQ
4th September 2015

The Owner / Occupier
Furniss Avenue
Sheffield
S17 3QP

Dear Sir/ Madam,

Proposed Zebra Crossing at Furniss Avenue

Sheffield City Council is proposing to construct a new zebra crossing on Furniss Avenue near to Totley Brook Road. This scheme has the support of local Councillors. The crossing will help people, especially school children, to cross the road more safely.

Unfortunately, the crossing would mean that a tree would have to be removed, however this will be replaced by two new trees close by.

The attached plan indicates the proposals.

I would welcome your comments on the proposals either by post, using the enclosed stamped addressed envelope, or by email. Please ensure that your comments are submitted by 25th September 2015.

Email: paul.johnson@amey.co.uk

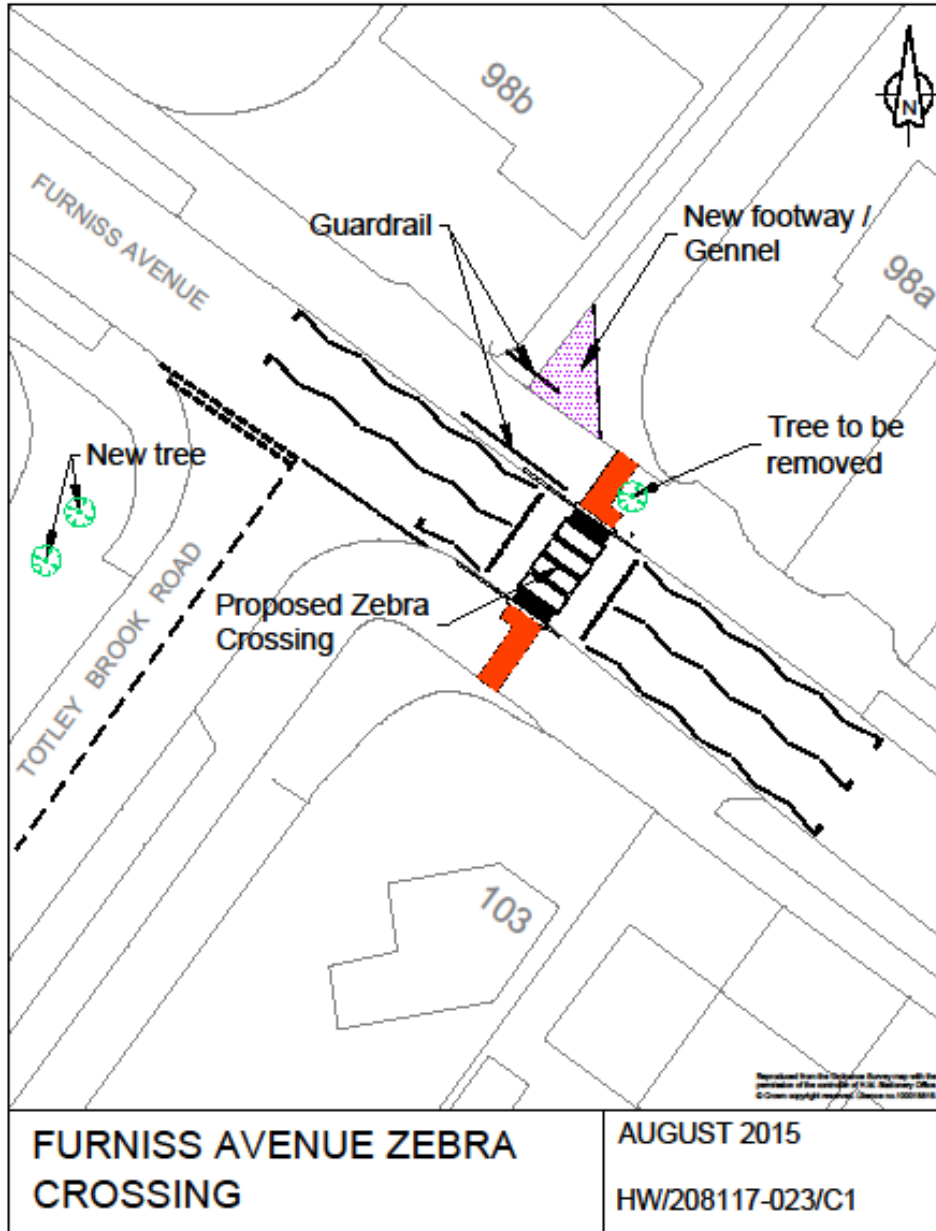
Tel: 0114 2613212

I look forward to welcoming your response.

Yours Faithfully

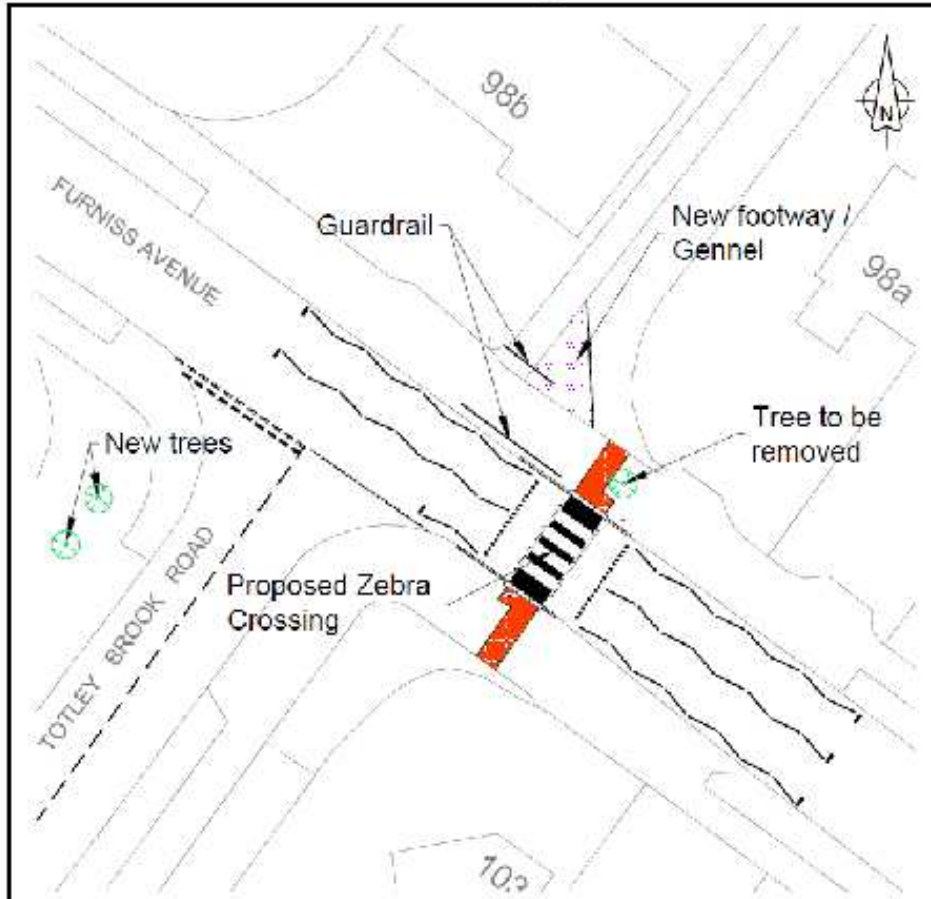
Paul Johnson

PRELIMINARY DESIGN CONSULTATION
 Proposed Zebra Crossing on:
 Furniss Avenue near Totley Brook Road



PRELIMINARY DESIGN CONSULTATION

Proposed Zebra Crossing on: Furniss Avenue near Totley Brook Road



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Sheffield City Council is proposing to construct a new zebra crossing on Furniss Avenue near to Totley Brook Road. The scheme has the support of local Councillors. The crossing will help people, especially school children to cross the road more safely.

Unfortunately, the crossing would mean that a tree would have to be removed, however this will be replaced by two new trees close by.

If you wish to comment on the proposals or require further information, please write to:-

Amey - FAO: Paul Johnson
Consulting and Strategic Infrastructure
Distington House, 1st Floor
Atlas Way
Sheffield, S4 7QQ

Alternatively, email paul.johnson@amey.co.uk or telephone 0114 2613212.

Any comments relating to this proposal must be received by 25th September 2015.

This notice is issued pursuant to Section 23 of the Road Traffic Regulation Act 1984



APPENDIX C

Detailed submitted comments and officer response

General

Comment from South Yorkshire: "I can confirm on behalf of South Yorkshire Police that we have no issues or comments regarding this scheme at this time."

Comment from South Yorkshire Passenger Transport: "We have no issue with these plans. Please note that there is a bus stop located quite near to this new facility which we assume will remain as now and no need for changes."

Comment from local resident: "While in principal we welcome this proposal as a safety aspect, especially to the local schoolchildren, we do have some personal concerns to raise.

Firstly can you confirm how the crossing will operate. Will it be a crossing with flashing orange globe lights where traffic has to give way to pedestrians, or will it be operated by traffic lights controlled by pedestrians when they require to cross.

Our concern is that the second style of crossing will have the sound indicator of when to cross, which will be quite annoying.

Also, as a COPD sufferer I am concerned re the build-up of fumes from standing traffic. Our opinion is that the timed light operated crossing will facilitate a better flow of traffic".

Response: The operation of the crossing as you suggest is on the basis of drivers 'giving way' to pedestrians. One advantage this crossing has over the signal controlled crossing is once a person has left the crossing the driver is at liberty to drive on rather than wait for the signals to return to green. Please note the flashing beacons will be fitted with a 'hoods' to limit their visibility from the adjacent properties.

Additional comment from local resident: "I have just observed the 'traffic' of both children and vehicles as they exited both King Egbert and Dore Junior. There was a constant stream of children exiting King Egbert's from 3.20 until 3.40, most of whom had to wait to cross Furniss Avenue. We therefore feel that your suggestion will be unworkable.

Given that the Highway Code advises that drivers have to give way to pedestrians, we envisage that there will be a constant queue of traffic both directly outside our property and along Totle Brook Road as they try and exit onto Furniss Avenue. There is a high increase in vehicle traffic from 2.50 until 3.40 due to the end of the school day for both schools, Dore Junior finishing earlier at 3.10.

We are also concerned that our entrance and exit onto and from our drive will be impeded for this time period. Also, as suggested in my previous e mail there will be a high increase in traffic fumes which will adversely affect mine and others health. We feel that a crossing is badly needed and do not seek to block its construction. Can we therefore suggest a silent pedestrian controlled traffic lights 'puffin' would be the preferred option to enable the traffic to flow better. Pedestrians and vehicles

therefore being allowed to move on an alternate basis.

The Zebra Crossing's constant flashing lights will affect us at night, we do not feel that any kind of 'hood' will stop this.

The traffic light system we feel will not have the same flashing affect.”

Response: Thank you once again for your comments in relation to the proposed Zebra crossing on Furniss Avenue which I shall forward to Sheffield City Council for consideration.

Sheffield City Council Response:

Thank you for your comments regarding the zebra crossing on Furniss Avenue.

After consideration of your points it is not possible to change the crossing from a zebra to a light controlled crossing.

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 cannot be justified at this location.

The hoods on the belisha beacons will stop the light from these going towards the houses but will still be visible for drivers on the road.

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