

# **Highway Cabinet Member Decision Session**

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**Thursday 10 November 2016 at 2.00 pm**

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

**The Press and Public are Welcome to Attend**

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Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to register to speak please contact Democratic Services (contact details overleaf)

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## PUBLIC ACCESS TO THE MEETING

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Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Infrastructure and Transport, Councillor Mazher Iqbal, 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](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. 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 can register by contacting Simon Hughes via email at [simon.hughes@sheffield.gov.uk](mailto: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](mailto:simon.hughes@sheffield.gov.uk).

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## FACILITIES

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There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

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**HIGHWAY CABINET MEMBER DECISION SESSION  
10 NOVEMBER 2016**

**Agenda**

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- 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 14 August 2016
- 4. Objection to Proposed Residents Permit Parking Scheme on Drake House Lane West** (Pages 9 - 18)  
Report of the Executive Director, Place
- 5. North Sheffield Better Buses - High Street, Ecclesfield** (Pages 19 - 28)  
Report of the Executive Director, Place
- 6. Sheffield 20mph Speed Limit Strategy: Responses to Proposals to Extend the Stannington and Greysones / Whirlow 20mph Speed Limit Areas** (Pages 29 - 42)  
Report of the Executive Director, Place

**NOTE: The next Highway Cabinet Member Decision Session will be held on 8 December 2016**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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 Audit and 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](mailto:gillian.duckworth@sheffield.gov.uk).

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**Highway Cabinet Member Decision Session**

**Highway Cabinet Member Decision Session held 11 August 2016**

**PRESENT:** Councillor Mazher Iqbal (Chair) (Cabinet Member for Infrastructure and Transport)

**HIGHWAYS** Simon Botterill, Team Manager, Traffic Management

**OFFICERS IN** Dick Proctor, Transport Planning Manager

**ATTENDANCE:** Nat Porter, Senior Transport Planner

Chris Galloway, Principal Highways Engineer

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**1. EXCLUSION OF PRESS AND PUBLIC**

1.1 No items were identified where resolutions may be moved to exclude the press and public.

**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 14 July 2016, were approved as a correct record.

**4. CHARTER SQUARE HIGHWAYS IMPROVEMENT SCHEME**

4.1 The Executive Director, Place submitted a report in relation to the Charter Square Highways Improvement Scheme.

4.2 Julie Gill, representing Westfield Health, attended the Session to make representations to the Cabinet Member. She commented that she had recently met with officers in relation to the scheme and was informed that the new cycle lane would be 2 metres away from the new Westfield Health building entrance. This was unacceptable as Westfield Health had invested a lot of resource into the new building and this could potentially cause issues for those visiting the new building.

4.3 Ms. Gill further added that she believed that officers had suggested that the cycle lane could be moved to the other side of Charter Row but it no longer seemed that this was an option. The proposal also seemed like it would conflict with the evacuation point for those using the new building.

4.4 Chris Galloway, Principal Highways Engineer, confirmed that he had met with representatives of Westfield Health and had brought along a larger scale plan of the proposals than was available with the agenda papers to this meeting, The option of moving the cycle lane to the other side of Charter Row would have to be

considered as a separate issue to the scheme being proposed but would involve the installation of additional crossing points.

- 4.5 Nat Porter, Senior Transport Planner, added that the design of the scheme had given consideration to a level of separation between cyclists and pedestrians. Simon Botterill, Team Manager, Traffic Management, further added that there would be additional signage on the route but a legible, visible route was needed. There would be kerbs installed as part of the scheme and other furniture in the footway including bollards.
- 4.6 Nat Porter further commented that the Council had met with the Access Liaison Group, an independent body concerned with issues affecting disabled people, to obtain feedback on the scheme with the hope that the scheme would not adversely affect, but actually enhance, access for disabled people. The feedback that had been received was that, once the issues of separation and tactile signing and the raised kerb for pedestrians crossing had been explained, they were comfortable with the proposals.
- 4.7 In response to questions from the Cabinet Member, Nat Porter stated that if there was a fire drill in the Westfield Health building, cyclists would not be able to use the route, so there would be no danger to customers and staff. There would be facility for pedestrians to safely cross the street at the nearby junction.
- 4.8 Julie Gill then further asked if there was a possibility to move the cycle lane across the road from where it was proposed? Simon Botterill stated that this option was never proposed as part of this scheme. The link was necessary for full movement for cyclists at the junction. The only alternative was shared use for pedestrians and cyclists which was a much worse option.
- 4.9 In response to further questions from Ms. Gill regarding mitigations proposed to ensure users of the Westfield Health building were not affected and levels of traffic volume from cyclists, Simon Botterill confirmed that if the scheme was agreed, discussions would be held with Westfield Health regarding mitigation measured. He acknowledged the concerns of Westfield Health but stated that a balance would be struck to ensure all affected were satisfied.
- 4.10 Nat Porter commented that traffic volumes had been predicted as around one cyclist per minute. The cycle route would be promoted as the preferred route for cyclists. In relation to questions about the alternative scheme in the area, Chris Galloway commented that officers would be looking to develop this in the future in liaison with interested parties.
- 4.11 Julie Gill then commented that Westfield Health had invested millions of pounds in the new building. They were not opposed to the scheme in principle but were seeking protection for visitors to the building. Nat Porter responded that he acknowledged the risks but believed they had been mitigated. He believed that, given the volume of traffic in the area, cyclists would be inclined to use the footway if the lane wasn't brought in, which would effectively result in a shared footway.

- 4.12 In response to questions regarding whether officers were aware of the entrance to the Westfield Health building when designing the scheme, Simon Botterill stated that the scheme would have been designed the same either way.
- 4.13 Councillor Mazher Iqbal then asked officers what would happen should there be reports of accidents following the scheme's introduction? Simon Botterill answered that, following the end of the construction period, a Stage 3 Safety Audit would take place to examine how the scheme was working in practice and whether any changes were necessary. Also, following twelve months after the scheme was introduced, a similar audit would take place. Nat Porter added that a Safety Audit which had taken place during the design process had not raised any concerns.
- 4.14 Representatives of Debenhams also attended the Session to make representations to the Cabinet Member. They stated that they were not against the scheme in principle but were concerned about the impact on access to the store during the construction work. They also had concerns regarding the impact on the loading bays to the store.
- 4.15 Simon Botterill commented that he had sent an email to the Project Manager regarding this and the contact details of everybody who had contacted the Council in relation to the scheme had been forwarded on. The contractor had been told on numerous occasions that they would need to liaise with all interested parties. However, it was clear that construction couldn't take place without slight disruption but it was hoped that this would be limited. If the contractor required access which affected Debenhams they would need to speak to them and any issues Debenhams had should be reported to Simon Botterill.
- 4.16 The contractor was required to provide the Council with the methodology on the process for construction. There was a need to emphasise with the contractor the importance of retaining accessibility and the constructors plan would be shared with Debenhams. If approved, it was expected that construction would begin before Christmas and the need to speak to Debenhams as a matter of urgency would be stressed to the contractor.
- 4.17 In conclusion, Councillor Mazher Iqbal commented that, following all the representations and comments from officers, he was satisfied that, on balance, he would be approving the scheme as proposed. Cyclists were an important aspect of the City and their needs should be balanced with other users. He would also ensure that the Council worked with Westfield Health, Debenhams and other interested parties to discuss any issues and attempt to resolve them. If he believed there would be any material impact to Westfield Health arising from the scheme he would not be approving it. Councillor Iqbal thanked officers for their hard work and commented that this showed the importance of liaising with all those affected to try and balance all their needs.
- 4.18 **RESOLVED:** That:-
- (a) the Traffic Regulation Orders be made, in accordance with the Road Traffic Regulation Act 1984, in relation to the Charter Square Highways

Improvement Scheme;

- (b) a further Traffic Regulation Order be promoted to create a two way operation on a section of Wellington Street;
- (c) the scheme be approved for detailed design and build; and
- (d) the respondents be informed accordingly.

#### 4.19 **Reasons for Decision**

- 4.19.1 To allow the scheme to progress to detailed design and build so that the proposed improvements for pedestrians and cyclists can be realised quickly.
- 4.19.2 The proposal seeks to remove one of the remaining subway systems in the City Centre which are generally considered to be unfriendly for pedestrians. In its place, new pedestrian crossing and cycle routes will be created which will be of significant benefit to road users.
- 4.19.3 The scheme creates a large public realm area which could readily be adapted to meet future regeneration or development needs.

#### 4.20 **Alternatives Considered and Rejected**

- 4.20.1 The removal of the Charter Square roundabout and subway system has been a longstanding proposal and was included in the planning application for the New Retail Quarter, which received approval in 2006. The proposal is consistent with that concept, as well as the City Centre Master Plan. Officers believe that the scheme can be a catalyst for further regeneration in the city centre and can be adapted to accommodate any access needs that future regeneration development proposals might bring forward. As such no other alternatives have been considered.

# Agenda Item 4



**Author/Lead Officer of Report:** David Ramsden  
Senior Engineer

**Tel:** xt 36178

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**Report of:** Executive Director, Place  
**Report to:** Cabinet member for Business, Skills & Development  
**Date of Decision:** November 2016  
**Subject:** Objections to Proposed Permit Parking Scheme on Drake House Lane West

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	

Which Cabinet Member Portfolio does this relate to? Mazher Iqbal
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing

Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 982		

Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

<b>Purpose of Report:</b>
This report describes the measures to provide a permit parking scheme for residents of Drake House Lane West and Lilac Road
It sets officers responses to 1 objection.

**Recommendations:**

Having considered the responses and objections to the proposed Traffic Regulation Order, it is recommended that the reasons set out in this report for making the Traffic Regulation Order outweigh any unresolved objection

Make the Traffic Regulation Order described in this report in accordance with the Road Traffic Regulation Act 1984

Introduce the Traffic Regulation Order and associated traffic signing and road markings

Officers to be instructed to inform the objector of the decision.

**Background Papers:**

Appendix A Traffic Regulation Order Original Proposals Plan

Appendix B Traffic Regulation Order Final Proposals Plan

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Julie Currey
		Legal: Paul Bellingham
		Equalities: Annemarie Johnstone
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	<b>EMT member who approved submission:</b>	Simon Green
3	<b>Cabinet Member consulted:</b>	Mahzer Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> David Ramsden	<b>Job Title:</b> Senior Engineer
	<b>Date:</b> 31 <sup>st</sup> October 2016	

## **1. PROPOSAL**

- 1.1 This report describes the measures to introduce a resident's only permit parking scheme on Drake House Lane West and Lilac Road.
- 1.2 It sets officers responses to one objection to the proposed residents permit parking scheme on Drake House Lane West.
- 1.3 Residents of Drake House Lane West lodged a complaint, with their local councillor, stating that following apparent changes to the staff parking arrangements at the nearby Crystal Peaks shopping centre, parking had increased on their road and was having a significant negative impact on their ability to park close to their own properties.
- 1.4 Similar concerns were raised on Sevenairs Road and At Any Time restrictions were introduced, funded from the, now defunct, Community Assembly.
- 1.5 A request was made for a resident's only parking scheme to be implemented on Drake House Lane West and Lilac Road and this was supported in principal by the Ward Councillors and the MP for Sheffield South East. There are already significant lengths of loading and waiting (double yellow line) restrictions already in place on Lilac Road, there is a risk that additional restriction could move the problem to adjacent unrestricted roads. This will be monitored using feedback from the local area.
- 1.6 Following investigation by officers, and discussions with residents and the local councillor a proposal incorporating residents only parking bays and waiting restrictions was submitted for public consultation.

## **2. HOW DOES THIS DECISION CONTRIBUTE ?**

- 2.1 Parking for the nearby Crystal Peaks shopping centre appears to take place on Drake House Lane West and Lilac Road. This parking makes it difficult for residents to park near to their own properties.
- 2.2 Parking also takes place on both sides of Drake House Lane West which in parts is narrow. Parking on both sides of the road could restrict access for emergency service vehicles.
- 2.3 Implementation of a resident's only permit parking scheme will restrict parking to residents and visitors only. A small area of limited waiting parking bays will allow some additional non-residents parking during the weekday and additional waiting restrictions will reduce the likelihood of vehicles being parked on both sides of Drake House Lane West thereby maintaining emergency service vehicle access.

## **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1 During July 2015 officers consulted properties on Drake House Lane West and Lilac Road and advertised the proposed Traffic Regulation Order. (Plan attached at Appendix A)
- 3.2 7 responses to the consultation were received. 3 of these responses were in support of the proposal. 5 of these were received as objections on the following grounds:

5 residents objected to the proposed residents parking bay across the frontages of no.'s 72 to 84 Drake House Lane West commenting that it could restrict access to the driveways of those properties.

4 residents also objected to the introduction of the proposed No Waiting at Any Time on the south side of Drake House Lane West and within the turning head on the grounds that it limited residents and visitor parking unnecessarily.

#### Officers response

- 3.3 The objections and comments were considered and a revised scheme was subsequently consulted on. This revised scheme removed the residents parking bay across the frontages of no.'s 72 to 84 Drake House Lane West and proposed a residents parking bay on the south side of Drake House Lane West.
- 3.4 The revised scheme was in general well received however it did attract an objection from South Yorkshire Fire Service on the grounds that parking on both sides of Drake House Lane West could restrict access for their appliances.
- 3.5 Officers upheld this objection by the Fire service and following some further discussions with local residents a final scheme was presented to residents for comment. (Attached at Appendix B)
- 3.6 6 responses to the final consultation were received. 5 of these responses were in support of the proposal. 1 of these was received as an objection on the following grounds:
- 3.7 1 resident objected to having to pay for parking on the street and didn't consider the parking problems to be sufficient to justify the proposals.

#### Officers response

- 3.8 The revised proposals are supported by a majority of residents and the objector does not object to the proposal itself, only to the need to purchase an annual permit.
- 3.9 It would appear that the objector is a tenant and that the landlord has offered to pay for the permit on the tenants behalf. However officers' attempts to contact the objector to ask for the objection to be withdrawn



have failed (emails returned as undeliverable). As such, this objection must be considered as remaining.

#### **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

##### **4.1 Equality of Opportunity Implications**

4.1.1 An Equality Impact Assessment has been conducted and concludes that overall there are no significant impacts from this work.

##### **4.2 Financial and Commercial Implications**

4.2.1 The cost of the works and associated commuted sum for maintenance described in this report is approximately £8,000. It is proposed that the costs will be met from the 'Local network management' allocation from within the 2016/17 Local Transport Plan, but this is subject to approval through the council's capital gateway process. This scheme will honour an undertaking given to the Ward Councillors.

##### **4.3 Legal Implications**

4.3.1 The Council has the powers to make Traffic Regulation Orders (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have all been complied with and whilst there is no requirement for public consultation this has been undertaken and the Council should consider and respond to any lawful public objections received as a result.

#### **5. ALTERNATIVE OPTIONS CONSIDERED**

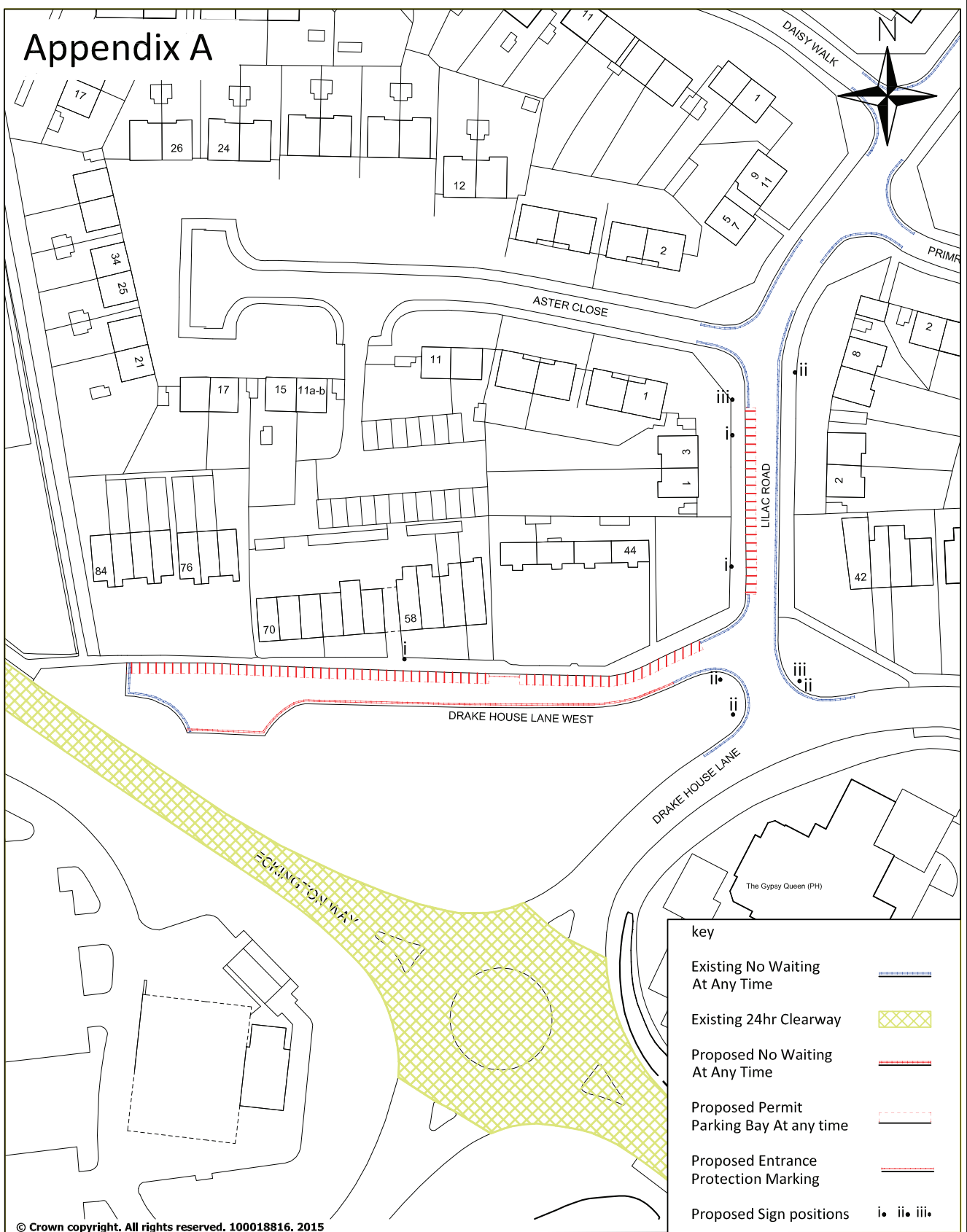
5.1 Alternative waiting restrictions were considered. However these did not have as positive an impact on the problems as identified by the residents.

#### **6. REASONS FOR RECOMMENDATIONS**

6.1 The residents parking scheme and associated waiting restrictions will improve parking availability for residents and their visitors while maintaining access for emergency services.

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# Appendix A



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**TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION**  
**SCHEME DESIGN**

2-10 CARBROOK HALL ROAD  
 SHEFFIELD S9 2DB  
 Tel. 0114-273-6208.  
 E-mail Scheme.Design@Sheffield.gov.uk  
**Regeneration and Development Services**  
 Director: David Caulfield, RTPI

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Client  
**SHEFFIELD CITY COUNCIL**

Scheme  
**Drake House Lane West & Lilac Road**

Drawing Title  
**Permit Parking  
 Traffic Regulation Order**  
**Page 15**

Drawing No.  
**TM-DHL-PP-01**

Scale  
**1/1000 @ A4**



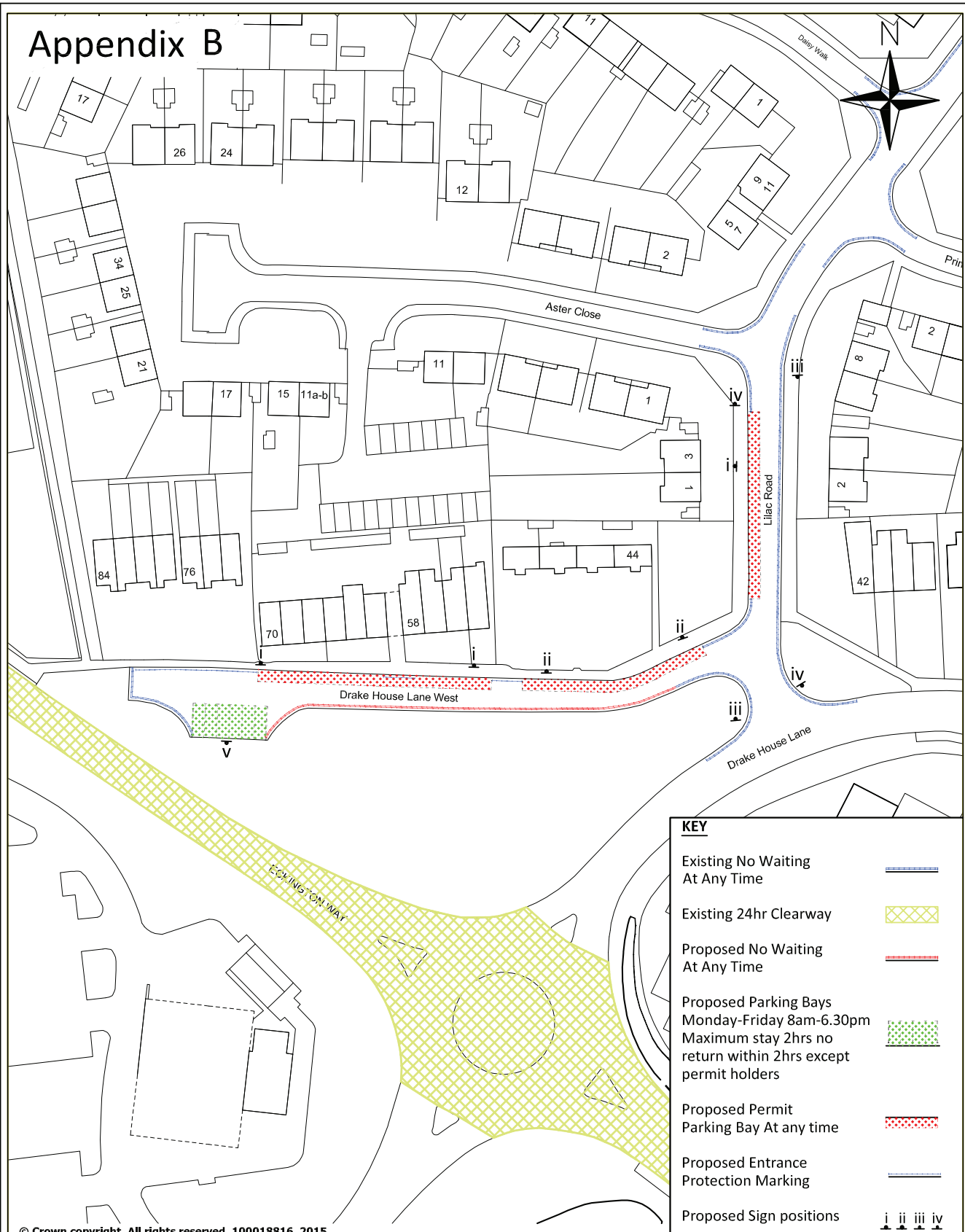
Date **July 2015**



**SCHEME DESIGN**

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# Appendix B



KEY	
Existing No Waiting At Any Time	
Existing 24hr Clearway	
Proposed No Waiting At Any Time	
Proposed Parking Bays Monday-Friday 8am-6.30pm Maximum stay 2hrs no return within 2hrs except permit holders	
Proposed Permit Parking Bay At any time	
Proposed Entrance Protection Marking	
Proposed Sign positions	

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**TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION**  
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**Regeneration and Development Services**  
 Director: David Caulfield, RTPI

Client  
**SHEFFIELD CITY COUNCIL**  
 Scheme  
**Drake House Lane West & Lilac Road**

Drawing No.  
**TM-DHL-PP-05**  
 Scale  
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Drawing Title  
**Revised Permit Parking Traffic Regulation Order**  
**Page 17**

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 Millimetres  
 Date **May 2016**

**SCHEME DESIGN**

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**Author/Lead Officer of Report:** James Burdett,  
Senior Engineer

**Tel:** 0114 273 6170

**Report of:** Executive Director, Place  
**Report to:** Highways Cabinet Member Decision  
**Date of Decision:** 10 November 2016  
**Subject:** North Sheffield Better Buses – High Street, Ecclesfield

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Infrastructure and Transport		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 905		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

**Purpose of Report:**

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 High Street, Ecclesfield. When buses pull into the stop opposite the shops, there is little room for vehicles to pass by between the bus and any vehicles parked outside the shops. This causes delays, in both directions, for

all vehicles.

A scheme comprising a new bus lay-by, uncontrolled pedestrian crossing points and revised waiting restrictions was consulted upon in July/August 2016. Four comments were received, including one support, one objection, and two general queries. This report seeks approval to overrule the objection and implement the scheme.



**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).
- Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.
- Inform the respondents accordingly.

**Background Papers:**

Appendix A – Final Scheme

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Julie Currey
	Legal: Paul Bellingham Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	<b>EMT member who approved submission:</b> Simon Green
3	<b>Cabinet Member consulted:</b> Mazher Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	<b>Lead Officer Name:</b> James Burdett
	<b>Job Title:</b> Senior Engineer
<b>Date:</b> 4 October 2016	

## **1. PROPOSAL**

- 1.1 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.
- 1.2 One of these schemes is on High Street, Ecclesfield. When buses pull into the stop opposite the shops, there is little room for vehicles to pass by between the bus and any vehicles parked outside the shops. This causes delays, in both directions, for all vehicles.
- 1.3 A scheme comprising a new bus lay-by, uncontrolled pedestrian crossing points and revised waiting restrictions was consulted upon in July/August 2016. Four comments were received, including one support, one objection, and two general queries. This report seeks approval to overrule the objection and implement the scheme.

## **2. HOW DOES THIS DECISION CONTRIBUTE ?**

- 2.1 The proposed scheme should help to reduce delays for buses and other vehicles, improving journey times and reliability for users of the Barnsley Road bus corridor, thus contributing to making the City a Great Place to Live.
- 2.2 The proposals will contribute to improved bus services, improved journey times and a reduction in congestion, leading to a reduction in vehicle emissions in the vicinity of the scheme.

## **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1 Consultation with affected residents took place in July/August 2016. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. Additionally, signs were installed on-street advertising the dedicated [www.sheffield.gov.uk/northsheffield](http://www.sheffield.gov.uk/northsheffield) website, where the plans were available. A total of 63 separate visits were made to the website over the 4 week consultation period.
- 3.2 Four comments were received from consultees. One of these was in full support, two were comments seeking further clarification, and there was one objection.
- 3.3 The comments were answered by officers with no further correspondence being received. One point of note is that officers agreed to extend the double yellow lines on Picking Lane as shown on the plan

in Appendix A. This will be advertised at a later date.

The letter of support suggested that “*Thanks should go to everyone on the team who have spent time thinking this scheme through and bringing together a working High Street that will be a great improvement for all concerned*”.

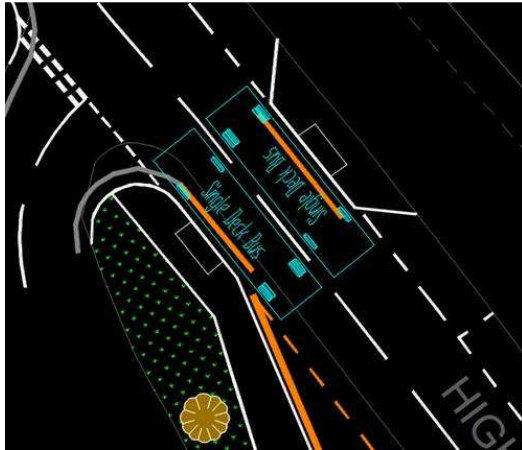
The objection raised a number of issues. These are presented below, together with an officer response.

*Issue – The current bus stop outside No 62 (Cerrones) should be re-located to the proposed new busy bay. It is illogical to have 2 separate stops within such a short distance and causes additional congestion as well as passenger confusion. It is an historic and inherited bus stop position that pre-dates the newer stop opposite the shops. Furthermore the stop outside No 62 is a significant factor in road blockages and represents a risk and danger being positioned so close to the junction with Sycamore Road as is the “build-out” opposite! There is a bus stop and yellow marked on road bus bay opposite the junction with Hanwell Close and with 10 metre of the junction with Sycamore Rd creating a one way only route and great difficulty for car turning in or out of the road junctions.*

Officer Response – Officers have raised these concerns with the North Sheffield Project Team. They have agreed to consider these issues as a separate scheme to that already proposed, covering the length of High Street between Picking Lane and Greaves Lane. This work is underway and will of course be subject to funding being available for any measures that may be proposed, as well as the usual consultation and approval processes.

*Issue – The proposed additional crossing point is illogical, unnecessary and a waste of resources! It will create more congestion a critical point, very close to an existing “build-out” adjacent to 66 High Street. The present crossing outside the Co-op is entirely sufficient for local needs! If constructed there would be 5 crossing point within 150 metres. The inset bus bays will give better visibility to allow easier crossing of the road at any point.*

Officer Response – The crossing point will cause no congestion whatsoever. At this point the road will be 6.5m wide, which is plenty of room for two buses to pass at the same time. The build-out extends no further than the width of the parking bays, and the road is being widened on the other side, so this does not restrict the movement of two way traffic in any way. This is evidenced by the image below.



*Issue – The loss of an additional parking spaces should be challenge this – people park outside No’s 64 & 66 on single yellow lines so clearly there is a need for more parking. The proposed “build-out” flies in the face of this need.*

Officer Response – Officers have visited the location on numerous occasions, and have never observed more than 9 vehicles parked adjacent to the shops. Marking out the bays will formalise these 9 spaces despite the introduction of the crossing point, which provides an opportunity for bus passengers, and those parking at the northern end of Picking Lane, to take a more direct route to the shops. Approximately 16 kerbside spaces are available on Picking Lane and further 24 in the car park next to the Co-Op, giving an ample total of 45 spaces in the area.

*Issue – Local shops need “local parking” in the immediate vicinity. The local businesses have and are still suffering as evidenced by the number of businesses closing on the parade and shops standing empty.*

Officer Response – as stated above it is considered there is ample parking in the area.

*Issue – There are 4 crossing point, including one Zebra and 3 “Build-outs” and speed bumps within 150 metre along the commercial part of the High Street. The build-outs and speed bumps have had no significant impact on speed reduction over the last 5-7 years. Most cars, vans, lorries and buses simply ‘career’ over the humps and through the “build-outs”. They have created a very dangerous and difficult traffic situation which is even greater at peak times.*

Officer Response – As stated above, the North Sheffield project team has agreed to consider the issues between Picking Lane and Greaves Lane as a separate scheme.

#### **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

##### **4.1 Equality of Opportunity Implications**

4.1.1 An EIA (reference 905) has been carried out for the Better Buses Area funded package of schemes. Overall there are no significant, positive or negative, differential equality impacts. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase accessibility in the shopping area. 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 improvement schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

#### 4.2 Financial and Commercial Implications

4.2.1 The total cost of the revised scheme is estimated to be around £205,000 which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Better Buses programme. Initial and Outline Business Cases, for the design stages, have been through the Great Places to Live (GP2L) Programme Board and Capital Programme Group (CPG). It is anticipated that a Final Business Case will be presented to the Thriving Neighbourhoods & Communities Board later in 2016. Full funding remains committed from the Sheffield Bus Partnership.

4.2.2 The 25-year commuted sum for ongoing maintenance costs is estimated to be neutral, which has been the pattern with most previous similar schemes. The actual sum (be it positive or negative) 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 sums for other bus-related schemes.

#### 4.3 Legal Implications

4.3.1 *Traffic Regulation Order*: The Council has the power under the Road Traffic Regulation Act 1984 to make a traffic regulation order (TRO) where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme 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.

*Highways Improvements:* 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.

#### 4.4 Other Implications

4.4.1 None

### **5. ALTERNATIVE OPTIONS CONSIDERED**

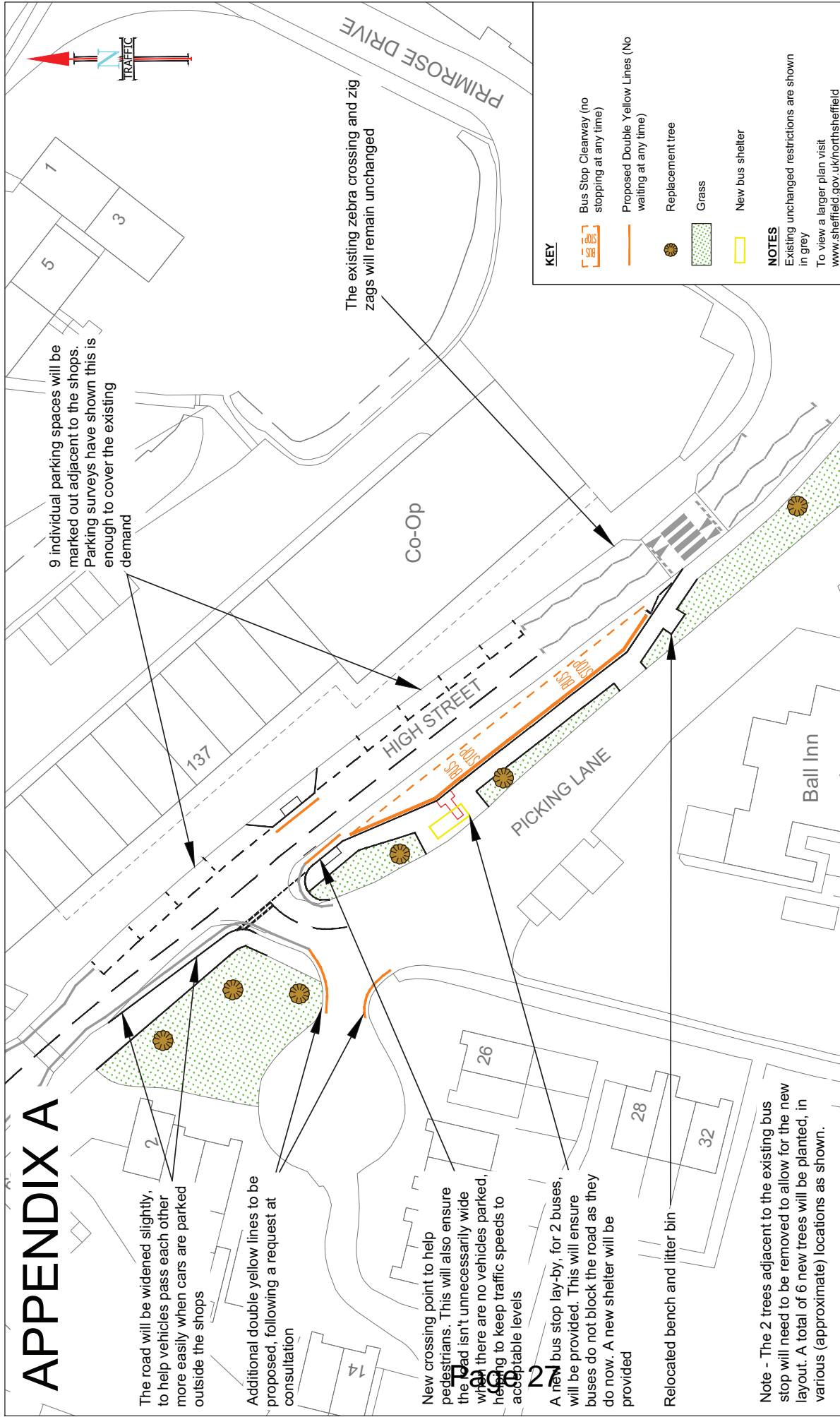
5.1 There are no other alternative options that address this particular issue. Doing nothing would not address the issues that regularly occur at the location. The design is, therefore, the preferred option.

### **6. REASONS FOR RECOMMENDATIONS**

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

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

# APPENDIX A



9 individual parking spaces will be marked out adjacent to the shops. Parking surveys have shown this is enough to cover the existing demand

The road will be widened slightly, to help vehicles pass each other more easily when cars are parked outside the shops

Additional double yellow lines to be proposed, following a request at consultation

New crossing point to help pedestrians. This will also ensure the road isn't unnecessarily wide when there are no vehicles parked, helping to keep traffic speeds to acceptable levels

A new bus stop lay-by, for 2 buses, will be provided. This will ensure buses do not block the road as they do now. A new shelter will be provided

Relocated bench and litter bin

The existing zebra crossing and zig zags will remain unchanged

### KEY

- Bus Stop Clearway (no stopping at any time)
- Proposed Double Yellow Lines (No waiting at any time)
- Replacement tree
- Grass
- New bus shelter

### NOTES

Existing unchanged restrictions are shown in grey  
To view a larger plan visit [www.sheffield.gov.uk/northsheffield](http://www.sheffield.gov.uk/northsheffield)



NOT TO SCALE  
AUGUST 2016  
SD-LT199-C2

## NORTH SHEFFIELD High Street, Ecclesfield Final Scheme

## BETTER BUSES

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# Agenda Item 6



**Author of Report:** Simon Nelson

**Tel:** 0114 2736176

**Report of:** Executive Director, Place

**Report to:** Cabinet Member for Infrastructure and Transport

**Date of Decision:** 10 November 2016

**Subject:** Sheffield 20mph Speed Limit Strategy: Responses to proposals to extend the Stannington and Greystones/Whirlow 20mph speed limit areas.

Is this a Key Decision? If Yes, reason Key Decision:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Cabinet Member Portfolio:	Infrastructure and Transport	
Scrutiny and Policy Development Committee:	Economic and Environmental Wellbeing	
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 473		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

**Purpose of Report:**

This report describes the response from residents to the proposed extension of the Stannington and Greystones/Whirlow 20mph speed limit areas, reports the receipt of objections and sets out the Council's response.

**Recommendations:**

7.1 Make a 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984 on:

- Roscoe Bank between Tofts Lane and Long Lane;
- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Close, Carr Bank Lane, Frickley Road, Fulney Road and Westwood Road

7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process subject to sufficient funding being available.

**Background Papers: N/A**

<b>Lead Officer to complete:-</b>		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damian Watkinson
		Legal: Richard Cannon
		Equalities: Annmarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	<b>EMT member who approved submission:</b>	Simon Green
3	<b>Cabinet Member consulted:</b>	Councillor Mazher Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> Tom Finnegan-Smith	<b>Job Title:</b> Head of Strategic Transport and Infrastructure
	<b>Date:</b> 4 October 2016	

## 1. PROPOSAL

- 1.1 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 Sheffield.
- 1.2 On 17 November 2015 the then Cabinet Member for Environment and Transport considered a report presenting responses to a proposal to introduce a 20mph speed limit in Stannington. It was resolved that the scheme should go ahead and the limit was subsequently introduced in spring 2016. During the consultation for the scheme requests were received for Roscoe Bank between Tofts Lane and Long Lane to be included. In response it was resolved that a further 20mph Speed Limit Order be promoted for this extension to the area.
- 1.3 Property owners were consulted on proposals to introduce a 20mph speed limit in parts of Ecclesall in December 2015. The Cabinet Member overruled objections to the proposal on 9 June 2016. Again there were requests for the scheme to be extended and it was resolved that Speed Limit Orders would be promoted for two extensions:
- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
  - Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Close, Carr Bank Lane, Frickley Road, Fulney Road and Westwood Road
- 1.4 This report describes the response from residents to the proposed extension of the Stannington and Greystones/Whirlow 20mph speed limit areas, reports the receipt of objections and sets out the Council’s response.

## 2. HOW DOES THIS DECISION CONTRIBUTE?

- 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, 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 ‘*thriving neighbourhoods and communities*’. Conducting and responding positively to public consultation is in keeping with the ‘*an in-touch organisation*’ value of the 2015-2018 Corporate Plan.
- 2.2 This scheme represents a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- the Corporate Plan commitment of “*working towards all residential areas being covered [by a 20mph speed limit] by 2025, at the latest*”
- 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.

### 3. CONSULTATION

#### Extension to the Stannington 20mph speed limit area

- 3.1 Letters and plans have now been delivered to all properties on this section of Roscoe Bank and notices placed on street inviting comments and objections (see Appendix A).
- 3.2 15 people have contacted the Council to express their support for the proposal.

*“I regularly run & walk along this narrow lane, which has no footpaths, and support the introduction of a 20 mph speed restriction on the remainder of Roscoe Bank.”*

Mr H, by email

There have been no objections. All written comments are available to view on request.

#### Extension to the Greystones and Whirlow 20mph speed limit area

- 3.3 Letters and plans have been delivered to 30 properties in the Broad Elms Road area (see Appendix B). There have been five messages of support including representations from Whirlow Hall Farm and Cycling UK Right to Ride. No objections have been received.
- 3.4 The same letter and plan has been delivered to 325 properties in the Hangingwater Road area. 25 people have written or telephoned the council to express their support for a 20mph limit including representations from Councillor Andrew Sangar and the Cycling UK Right to Ride.
- 3.5 Two people have objected to the principle of introducing a 20mph speed limit in this area, making the following comments:

- a) *A 20mph limit is unnecessary. Blanket 20mph speed limits where there is no history of accidents is nonsensical*

Officer comment: The 20mph Speed Limit Strategy is not intended to be a way of dealing with specific accident problems. In common with many other local authorities throughout the country the Council is attempting to change the driving culture and redefine what is considered to be the appropriate speed to drive at in residential areas through the introduction of 20mph speed limits. The long term goal is to reduce the intimidatory impact of traffic on our neighbourhoods and make the streets of Sheffield a more pleasant place to be.

Whilst the accident record of each area plays a part in the process of prioritising the introduction of 20mph areas the Council's policy is to eventually introduce the 20mph limit in all residential areas, irrespective of the accident record.

The Council continues to invest in Accident Saving Schemes and road safety education, training and publicity targeted primarily at locations and areas with the highest number of accidents.

- b) *All we ever hear from the council is how starved of money they are, shouldn't common sense as well as financial competence dictate that this money could be better spent elsewhere.*

Officer comment: The funding being used for this 20mph scheme is provided by central government through the Local Transport Plan and must be used to fund new capital highway works. It cannot be used to alleviate the impact of government cuts to the funding of other services.

The council has always had to prioritise its work on transport schemes in accordance with local, regional and national policies. Despite reductions in the Local Transport Plan funding the Council has made a policy decision to continue to support the roll out of 20mph schemes.

All requests for other traffic/pedestrian related measures have been forwarded to the Council's Transport Planning team for assessment.

- c) *The area around Hangingwater Road has no school.*

Officer comment: The wider Greystones/Whirlow area scheme was selected partly because it has a relatively high accident record for a residential area, but also because of the number of schools in the area. As was pointed out by people requesting or supporting this extension, many children in the Hangingwater Road area walk across the valley to High Storrs school. Its inclusion within the 20mph area would be entirely in keeping with council policy.

- d) *Lack of consultation. A poll of residents should be conducted instead or arbitrarily enforcing a restriction on the long suffering*

*motorist of Sheffield.*

Officer comment: The decision making process that led to this area being selected is explained in the introduction to the report. By approving the 20mph Speed Limit Strategy and advertising the intention to introduce a 20mph Speed Limit Order it is clear 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.

Every household in the area has received a letter inviting support and objections. The comments received are the subject of this report.

### Other Consultees

- 3.6 The Head of the Road Policing Group has issued the following statement on behalf of South Yorkshire Police:

*“The South Yorkshire Safer Roads Partnership has worked hard to achieve significant reductions in the numbers of collisions on our local roads. We have achieved all our agreed targets in reducing the number of people who are killed or seriously injured over the last few years however, we know that this success brings little comfort to the individuals, friends and families of those who are victims of such collisions.*

*It is well known that speed is a primary cause of collisions that result in death or serious injury and pedestrians and cyclists are the most vulnerable road users when in the presence of speeding vehicles. Within our local residential areas we know that the collision rates, when these factors come into play, are too high and need to be addressed.*

*South Yorkshire Police working alongside their colleagues in the Safer Roads partnership shares the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal.”*

The police do not object to extending the existing Stannington 20mph speed limit area to cover the remainder of Roscoe Bank. They will review the specific proposals for Broad Elms Road and the area around Hangingwater Road as part of the Road Safety Audit process for the wider Greystones/Whirlow scheme. 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.

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

## **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

### **4.1 Equality of Opportunity Implications**

- 4.1.1 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. The Greystones and Whirlow scheme has been carried forward into 2016/17 from that programme. 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.

### **4.2 Financial and Commercial Implications**

- 4.2.1 The Outline Business Case for the 20mph scheme programme for 2016/17 was approved by the Great Place to Live Programme Board on the 26 February 2016.
- 4.2.2 The costs associated with the extension of these 20mph areas are not yet known as the design of the works is not complete. Delivery of the scheme will be subject to approval through the City Council's Capital Gateway Process and sufficient funding being available. The capital scheme costs would be charged to BU97985.

### **4.3 Legal Implications**

- 4.3.1 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, for the purposes outlined in section 1 of that act. 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.

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.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The objections relate to the principle of introducing sign-only 20mph speed limits in residential areas are effectively objections to the approved

Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 The introduction of a 20mph speed limit in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections introducing a 20mph speed limit in the Hangingwater Road area the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.



# APPENDIX A

## Development Services

Head of Service: Tom Finnegan-Smith  
Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH  
E-mail: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Simon Nelson  
Ref: SD/1820LTP/SN06

Tel: (0114) 2736208  
Date: 5 August 2016

The Occupier

Dear Sir/Madam

### **Roscoe Bank extension to the Stannington 20mph speed limit**

In common with many other local authorities Sheffield City Council is in the process of reducing the speed limit in residential areas across the city. Lower speeds will, in the long term, help to reduce the number and severity of traffic accidents. Every driver that slows down helps to make our neighbourhoods safer, more pleasant places to live and work.

You will be aware that a 20mph speed limit has recently been introduced in the Stannington area. Whilst consulting on those proposals we received requests for the 20mph area to be extended to include the remainder of Roscoe Bank (between Tofts Lane and Long Lane, see attached plan). We are now formally advertising the intention to introduce this extension and inviting residents to comment.

Please contact me via the above telephone number or email address if you wish to express your support for the introduction of a 20mph speed limit on the remainder of Roscoe Bank or have any questions. If you wish to lodge an objection you must do so in writing, either by email or by writing to me at Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH.

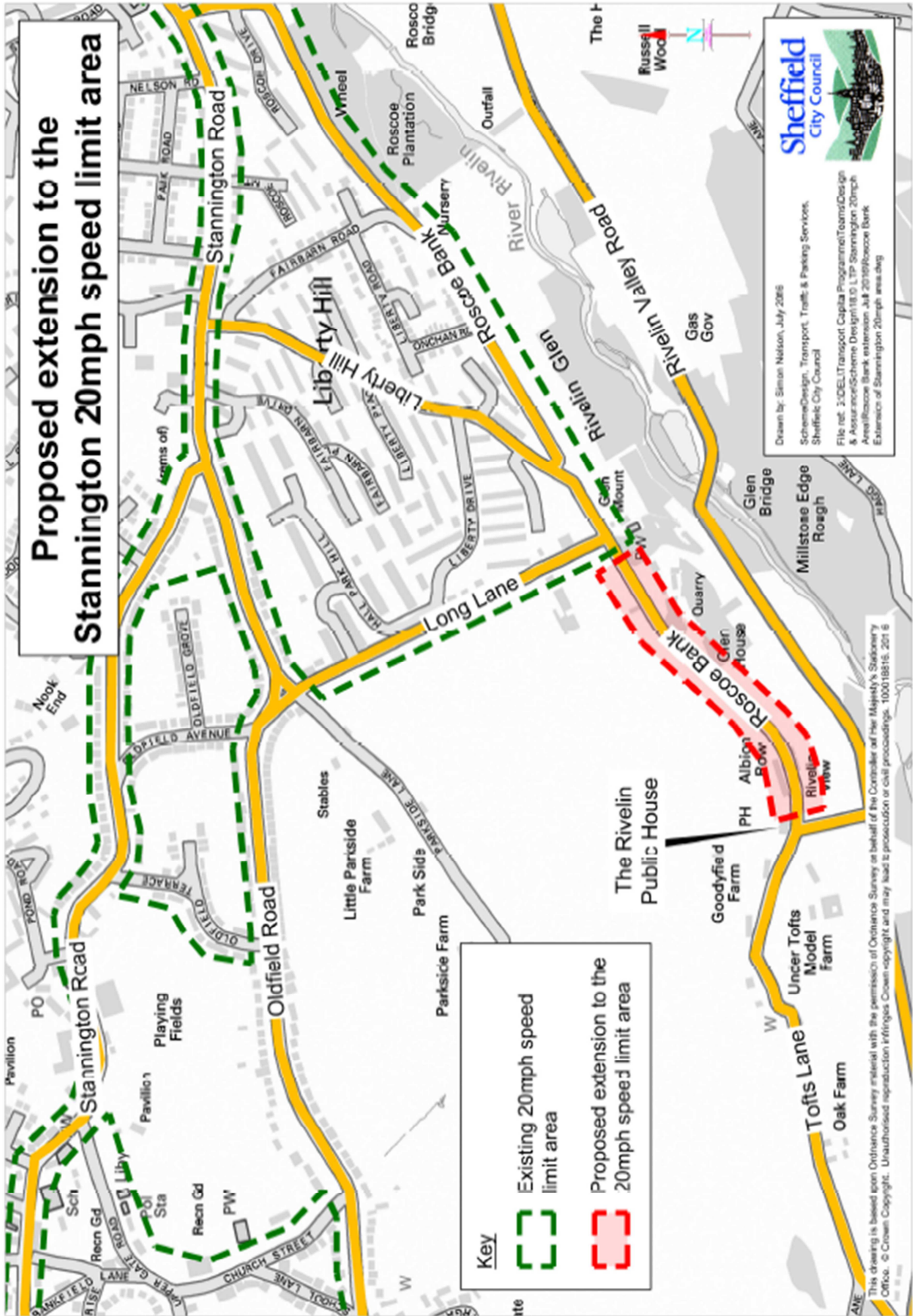
All comments and objections must be received by Friday 2 September 2016.

Yours faithfully



Simon Nelson  
Scheme Design, Engineer  
Transport, Traffic & Parking Services

cc Susie Pryor, Transport Planning



## APPENDIX B

### Development Services

Head of Service: Tom Finnegan-Smith  
Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH  
E-mail: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Officer: Simon Nelson  
Ref: TM/1818LTP/SN27

Tel: (0114) 2736176  
Date: 5 August 2016

The Occupier

Dear Sir or Madam

### Greystones and Whirlow 20mph speed limit

In common with many other local authorities Sheffield City Council is in the process of reducing the speed limit in residential areas across the city. Lower speeds will, in the long term, help to reduce the number and severity of traffic accidents. Every driver that slows down helps to make our neighbourhoods safer, more pleasant places to live and work.

In November last year we consulted on plans to introduce a 20mph speed limit in Greystones, High Storrs, Bents Green and Whirlow. The responses we received were reported to Councillor Mazher Iqbal, the Council Cabinet Member for Infrastructure and Transport, on 9 June. Having considered the responses Councillor Iqbal decided that the scheme should go ahead. The report that informed this decision can be viewed by visiting [www.sheffield.gov.uk/your-city-council/council-meetings.html](http://www.sheffield.gov.uk/your-city-council/council-meetings.html) and selecting the link to the 'Highway Cabinet Member Decision Session' pages.

It is intended that the 20mph traffic signs and road markings will be introduced later this financial year.

### Proposed additions to the 20mph area

In the course of the consultation several residents asked for the 20mph area to be extended. As a result Councillor Iqbal has instructed me to formally advertise the intention to introduce a 20mph speed limit on the following roads and invite residents to comment (see the attached plan).

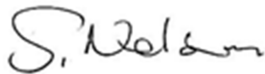
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Close, Carr Bank Lane, Frickley Road, Fulney Road and Westwood Road; and

- Broad Elms Lane (from Alms Hill Road to Whirlow Hall Farm) and the adjoining Broad Elms Close and Whirlow Elms Chase

Please contact me on the above telephone number or email address if you wish to express your support for these additions to the 20mph speed limit area or have any questions. If you wish to lodge an objection you must do so in writing, either by email or by writing to me at: Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH.

All comments and objections must be received by Friday 2 September 2016.

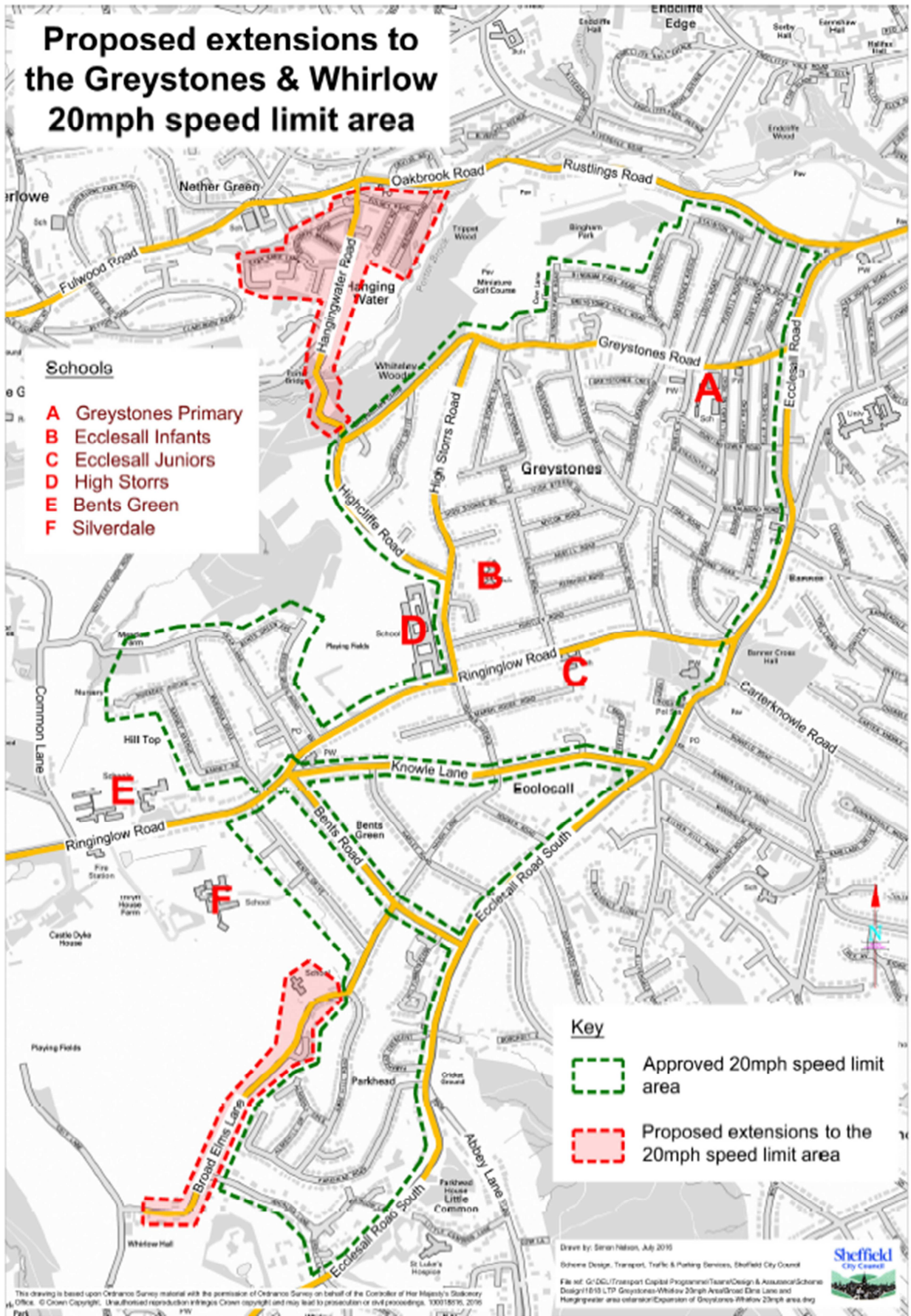
Yours faithfully



Simon Nelson  
Engineer, Scheme Design  
Transport, Traffic & Parking Services

cc Susie Pryor, Transport Planning

# Proposed extensions to the Greystones & Whirlow 20mph speed limit area



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