

# Highway Cabinet Member Decision Session

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**Thursday 8 December 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  
8 DECEMBER 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 10 November 2016
- 4. Proposed Changes to Skelton Lane, Woodhouse** (Pages 9 - 16)  
Report of the Executive Director, Place

**NOTE: The next Highway Cabinet Member Decision Session will be held on 12 January 2017**

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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 10 November 2016

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

**ALSO IN** Simon Botterill, Team Manager, Traffic Management

**ATTENDANCE:** James Burdett, 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 August 2016, were approved as a correct record.

**4. PUBLIC QUESTIONS AND PETITIONS**

4.1 Public Question in relation to Traffic Calming Measures on Tofts Lane, Stannington

4.1.1 Sue Winger and her partner Paul attended the Session to request that traffic calming measures be introduced on Tofts Lane, Stannington. Ms. Winger commented that she had lived on the lane for over 20 years and the volume of traffic and speed which vehicles travelled on Tofts Lane were too much for a Lane of its size.

4.1.2 Ms. Winger was surprised that there had not yet been an accident on the Lane. There were no pavements for pedestrians and it was frequently used by large vehicles despite a sign showing that this was not allowed. Ms. Winger believed that Tofts Lane should be made access only and, if this was not possible, safety measures should be introduced as a matter of urgency. In Ms. Winger's view the Roscoe Bank end nearby was even worse and was often used as a rat run by vehicles.

4.1.3 In response Simon Botterill, Team Manager, Traffic Management, commented that, unfortunately, Tofts Lane could not be included in the 20mph scheme in Stannington, on the agenda for the Session today, as it was not classed as a residential road and the Council policy was to only introduce 20mph limits on residential roads. He acknowledged the issues raised by Ms. Winger but did not

believe a 20mph limit was the solution. He would take away the issues raised and see what measures were possible and what funding was available.

- 4.1.4 In response to a question from the Cabinet Member, Councillor Mazher Iqbal, Simon Botterill stated that, if consideration was given to extending the 20mph limit in the Stannington area, it was likely that objections would be received from the Police as they had commented many times that they did not have the capacity to enforce 20mph limits and were against the creation of unrealistic speed limits.
- 4.1.5 In response to the comments from Ms. Winger, Councillor Iqbal requested that Mr Botterill take the comments away in relation to issues on Tofts Lane and see if anything could be done with the funding available and a response be provided to Ms. Winger.

## **5. OBJECTION TO PROPOSED RESIDENTS' PERMIT PARKING SCHEME ON DRAKE HOUSE LANE WEST**

- 5.1 The Executive Director, Place submitted a report describing the measures to introduce a residents' only permit parking scheme on Drake House Lane West and Lilac Road.

### **5.2 RESOLVED:** That:-

- (a) having considered the responses and objections to the proposed Traffic Regulation Order, it is agreed that the reasons set out in the report for making the Traffic Regulation Order outweigh any unresolved objection;
- (b) the Traffic Regulation Order described in this report be made in accordance with the Road Traffic Regulation Act 1984;
- (c) the Traffic Regulation Order and associated traffic signing and road markings be introduced; and
- (d) Officers be instructed to inform the objector of the decision.

### **5.3 Reasons for Decision**

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

### **5.4 Alternatives Considered and Rejected**

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

## **6. NORTH SHEFFIELD BETTER BUSES - HIGH STREET, ECCLESFIELD**

- 6.1 The Executive Director, Place submitted a report in relation to the North Sheffield

Better Buses Project at High Street, Ecclesfield.

6.2 **RESOLVED:** That:-

- (a) approval be given to the scheme as shown in Appendix A of the report, and it be implemented subject to any required re-confirmation of costs after detailed design (including any commuted sums);
- (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 respondents be informed accordingly.

6.3 **Reasons for Decision**

6.3.1 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.

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

6.4 **Alternatives Considered and Rejected**

6.4.1 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.

7. **SHEFFIELD 20MPH SPEED LIMIT STRATEGY: RESPONSES TO PROPOSALS TO EXTEND THE STANNINGTON AND GREYSONES / WHIRLOW 20MPH SPEED LIMIT AREAS**

7.1 The Executive Director, Place submitted a report describing the response from residents to the proposed extension of the Stannington and Greystones/Whirlow 20mph speed limit areas, reporting the receipt of objections and setting out the Council's response.

7.2 Simon Botterill read out a statement from Matthew Swann, a member of the public who had been unable to attend the Session, but who wished his comments to be presented to the Cabinet Member. He believed a blanket 20mph limit was wrong unless it was in an area with a school or hospital. The answer for Mr Swann was better education for all users, particularly pedestrians as to the potential dangers on the roads.

7.3 In response, Simon Botterill commented that the Council did invest funding into this kind of education. However, evidence had shown that if 20mph speed limits reduced speed by even a few mph this would reduce accidents in the long run.

7.4 **RESOLVED:** That:-

- (a) a 20mph Speed Limit Order be made 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;
- (b) the objectors be informed accordingly; and
- (c) the proposed 20mph speed limit be introduced in accordance with the Council's Capital Gateway Process subject to sufficient funding being available.

## **7.5 Reasons for Decision**

- 7.5.1 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.
- 7.5.2 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 to 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.

## **7.6 Alternatives Considered and Rejected**

- 7.6.1 The objections relate to the principle of introducing sign-only 20mph speed limits in residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.



**Author of Report:** Simon Nelson

**Tel:** 0114 2736176

**Report of:** Executive Director, Place

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

**Date of Decision:** 8 December 2016

**Subject:** Proposed changes to Skelton Lane, Woodhouse

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? 1095			
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 (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>			

**Purpose of Report:**

To report the receipt of an objection and present the Council's response.

**Recommendations:**

- 7.1 Make a one-way Traffic Regulation Order (except for cyclists) in accordance with the Road Traffic Regulation Act 1984 on Skelton Lane, Woodhouse from Skelton Grove towards Tannery Street.
- 7.2 Make the 'no waiting at any time' Traffic Regulation Order shown on the drawing contained at Appendix A of this report in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objector accordingly.
- 7.3 Introduce the proposed scheme 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> 10 November 2016	

## **1. PROPOSAL**

- 1.2 It is proposed to make Skelton Lane one-way (except for cyclists) from its junction with Skelton Grove towards its junction with Tannery Street (see Appendix A). The footway would be built out at the Tannery Street end of the one-way section to create an improved pedestrian crossing place and two on-street parking bays. Parking would be prohibited at the junctions with Tannery Street and Skelton Grove and at pedestrian crossing places. The purpose of this proposal is to address the concerns raised by ward councillors and the former South East Community Assembly about congestion in general and delays to buses in particular whilst making it easier and safer for pedestrians to cross Skelton Lane.

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

- 2.1 If approved, the proposals recommended in this report would address some of the issues and priorities of ward councillors and local people, in keeping with the '*an in-touch organisation*' value of the 2015-2018 Corporate Plan.
- 2.2 By helping to make the roads and pavements safer for pedestrians and vehicle drivers the works would contribute to the creation of '*safe and secure communities*' and '*thriving neighbourhoods and communities*'.

## **3. BACKGROUND**

- 3.1 The former South East Community Assembly received complaints that cars parked on Skelton Lane sometimes prevent drivers from passing each other, causing congestion and delays to buses (buses operate in one direction, clockwise, from Spa Lane into Skelton Lane). Many residents and visitors to Skelton Lane, Woodhouse have no alternative but to park on the road due to a lack of off-street parking. Traffic generated by the Woodhouse Health Centre exacerbates this congestion.
- 3.2 In January 2014 officers consulted local residents and other interested parties on a proposal to make Skelton one-way from Skelton Grove to Tannery Street. This consultation included the formal advertising of the intention to make a one-way Traffic Regulation Order and associated parking restrictions.
- 3.3 In association with these changes to the highway it was the Council's intention to submit a planning application for the construction of a small public car park on land next to the Woodhouse Health Centre to help address the lack of off-street parking in the area.
- 3.4 Funding constraints caused the scheme to be shelved before the responses to the consultation could be reported to the Cabinet Member and before the planning permission could be submitted.
- 3.5 A budget estimate for the cost of the scheme has been requested and it is considered likely that sufficient Local Transport Plan funding can be

identified to implement the highway elements of the scheme this financial year. There is unlikely to be sufficient funding available to construct the proposed car park in the foreseeable future and so this element of the scheme will not be progressed.

#### **4. CONSULTATION**

4.1 Residents at approximately 50 properties in the immediate area were consulted on the proposals in January 2015. No responses were received.

4.2 The following response was made on behalf of Woodhouse Health Centre:

*“We have discussed the proposals at a partners meeting. At the practice we have on average one ambulance per day. We note that with this proposal it will take ambulances slightly longer to get here but will be quicker leaving Skelton Lane as there should be reduced congestion. With this in mind we would like to be reassured that all the new routes and access to the practice will be gritted regularly in the bad weather to ensure emergency vehicles safe access to and from our practice. The new car park with disabled spaces will help as it there may be free spaces for our patients and team”*

Officer response:

The Council grits the city’s major routes as a precaution when required. These routes fall into two categories: Priority 1 routes (the main arterial roads and links to hospitals and fire stations) and Priority 2 routes (bus routes; roads hosting key public service facilities such as GP surgeries). Skelton Lane is part of a Priority 2 route.

The proposal to build a car park has been withdrawn.

#### Other Consultees

4.3 Woodhouse ward members (Councillors Jackie Satur and Mick Rooney) have verbally indicated their support for the proposed scheme as proposed.

4.4 No response has been received from South Yorkshire Fire and Rescue Service, the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Authority.

4.5 South Yorkshire Police have objected to the proposal for the following reasons:

*“We are on road safety grounds unable to support this scheme in its current form. We believe that drivers will ignore the one way scheme as the alternative routes significantly increase the distance a driver currently needs to travel to access the Surgery and other facilities on Skelton Lane. This could lead to drivers who choose to ignore the One Way section turning from Tannery Street, this could cause enforcement issues,*



*and could increase the risk of head-on collisions and pedestrian accidents as other road users are unlikely to expect vehicles undertaking such a manoeuvre.”*

The objection was accompanied by a note explaining that South Yorkshire Police “*will, almost without exception, lodge a formal objection*” to introduction of one-way restrictions in residential areas. It continues:

*“The creation of one way streets in residential estates is far from effective. They do little to improve road safety or quality of life and in many cases have been proven to have a negative effect on safety. The following points are universally acknowledged as issues relating to such schemes:*

- *Some traffic will simply be diverted onto other less suitable streets*
- *Residents may have to access their street by an alternative and less convenient route which may involve the use of other neighbouring streets*
- *Traffic speeds generally increase due to drivers' perception that there is no opposing traffic*
- *Without physical traffic calming there may be an increase in accidents and their severity*
- *Some, particularly short sections of one-way street are likely to be contravened by drivers thereby requiring police enforcement.*
- *Complications occur at minor accesses and junctions where signing is difficult and likely to be ignored.*
- *Pedal cyclists are at greater risk in such situations, particularly children who have limited understanding of one way systems.*

*We are required to protect police resources, the implementation of these orders is likely to place additional demands on staff in respect of enforcement of the order and potentially dealing with complaints associated with the new arrangement.”*

Officer response:

Any new restriction on vehicle movement, unless totally self-enforcing, has the potential to be abused. However, officers feel that by significantly tightening the junction of Skelton Lane and Tannery Street drivers would be extremely unlikely to contravene the one-way order by accident. It is difficult to gauge the potential level of intentional abuse, but again officers are of the view that the proposed layout is sufficiently off-putting to potential offenders.

The scheme is intended to reduce congestion around the health centre and library. Some visitors would have to drive further than at present; however those same drivers will benefit from a reduction in congestion. In addition the scheme would considerably improve things for pedestrians crossing Skelton Lane.

The intention to introduce a 20mph speed limit in this area has been

advertised and the new limit is due to come into force later this financial year. In this particular instance officers are of the view that the introduction of the lower limit is a proportionate way of mitigating the possibility of higher speeds on Skelton Lane itself and the two roads onto which some traffic will transfer – Spa Lane and Waterslacks Road.

Although congestion is an issue around the health centre at certain times the number of vehicles involved is relatively low (around 75 vehicles per hour entering Skelton Lane from Tannery Street at busy times). It is not envisaged that the reassignment of this traffic onto Spa Lane and Waterslacks Road will be a significant issue.

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

### Equality of Opportunity Implications

- 5.1 An Equality Impact Assessment has been conducted and concluded that the scheme would have no significant positive or negative equality impact. There is a minor positive impact on all who use public transport, but particularly on those groups (elderly and disabled) which disproportionately use public transport, and a minor positive impact on people seeking to cross Skelton Lane in this area.

### Financial and Commercial Implications

- 5.2 A budget estimate for the costs associated with this scheme has been requested and will be included in the Outline Business Case which is due to be considered by the Thriving Neighbourhoods and Communities Programme Board on 2 December 2016. Delivery of the scheme will be subject to approval through the City Council's Capital Gateway Process and sufficient funding being available.

### Legal Implications

- 5.3 The Council as local highway authority have the power to make traffic regulation orders under 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 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.

## **6. ALTERNATIVE OPTIONS CONSIDERED**

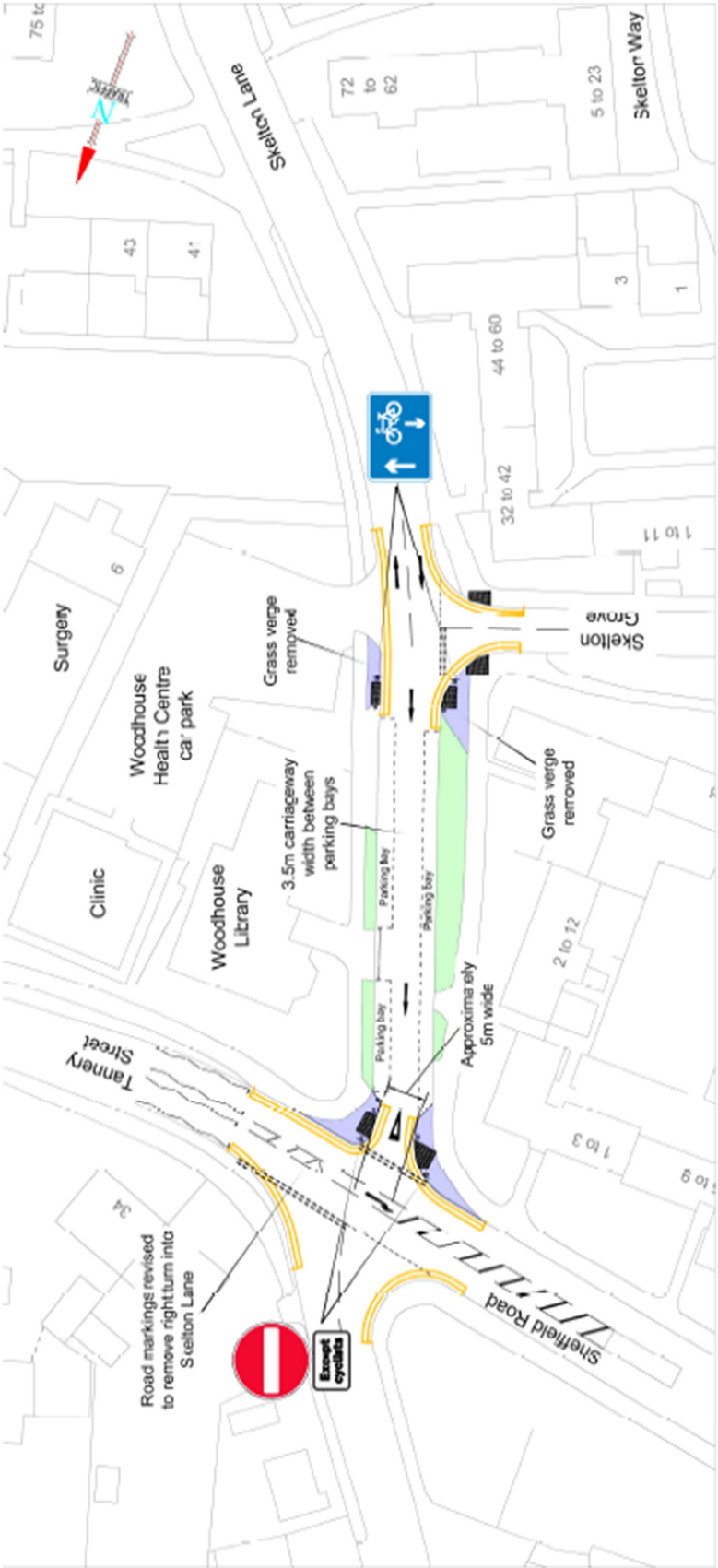
- 6.1 That congestion should be eased by creating a series of passing places along the length of Skelton Lane and the adjoining Spa Lane. This would

be achieved by prohibiting parking at bus stops, crossing places and junction mouths providing drivers with space to pull in and allow an opposing vehicle to pass. Ward members do not support this approach on the grounds that parking spaces would be lost.

## **7. REASONS FOR RECOMMENDATIONS**

- 7.1 The recommended measures would go some way to addressing the problems of congestion in general and delays to buses in particular whilst making it easier and safer for pedestrians to cross Skelton Lane.

# APPENDIX A



## Skelton Lane one-way Preliminary design

**Key**

- 'No waiting at any time' (double yellow lines) restriction
- Dropped pedestrian crossing with tactile paving; Bollards/traffic signs to protect crossing point
- Areas of verge or carriageway converted to footway
- Grass verge to remain, reseeded as necessary

- Notes**
1. Skelton Lane to be made one-way (except cyclists) from Skelton Grove towards Tannery Street.
  2. Parking bays approximately 2m wide) to be provided either side of 3.5m wide one-way section.
  3. The grass verges on each side of Skelton Lane would largely remain
  4. Crossing points provided to assist pedestrians.
  5. The junction of Skelton Lane and Tannery Street narrowed to deter abuse of one-way and narrow pedestrian crossing distance (carriageway wide enough for two cars to get to and stand side by side at the give way line). Bollards and/or traffic signs to mark kerb build-cuts and discourage footway parking
  - 6.

Not to scale

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Simon Neilson, Scheme Design  
Transport, Traffic & Parking Services  
October 2016

File ref: SD/1653LTP/LT241/P05