

# SHEFFIELD CITY COUNCIL

## EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 11 July 2013 by the Highway Cabinet Member Decision Session.

Date notified to all members:

The end of the call-in period is 4:00 pm on

The decision can be implemented from

### Item No

#### **4. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE STEEL BANK AREA AND SCHOOL KEEP CLEAR TRAFFIC REGULATION ORDER AT WESTWAYS PRIMARY SCHOOL**

4.1 The Executive Director, Place submitted a report outlining the receipt of objections to the introduction of a 20mph speed limit in the Steel Bank/Crookesmoor area and to a proposed Traffic Regulation Order (TRO) associated with the School Keep Clear markings outside Westways Primary School and setting out the Council's response.

#### **4.2 RESOLVED:** That:-

- (a) the Steel Bank/Crookesmoor 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the parking restriction Traffic Regulation Order outside Westways Primary and shown in Appendix B of the report, as amended by officers, be made in accordance with the Road Traffic Regulation Act 1984;
- (c) the objectors be informed accordingly; and
- (d) the proposed 20mph speed limit and parking restrictions be introduced.

#### **4.3 Reasons for Decision**

4.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

4.3.2 Having considered the objections to the introduction of a 20mph speed limit in Steel Bank/Crookesmoor the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the

objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph speed limit strategy.

4.3.3 Two residents of Western Road had objected to the advertised time when School Keep Clear markings would operate outside Westways School on Mona Avenue. Reference was made to the limited availability of parking for residents. Officers therefore recommended that the times of the no parking restrictions were reduced to Monday to Friday, 8.00am to 6.30pm, so that parking would be available for residents outside those hours, and had asked the Transport Planning team to reconsider the introduction of a permit parking scheme in the area.

4.3.4 Having considered the objections to the introduction of a prohibition of stopping traffic order at Westways Primary School as described in the report, the officer view was that the reasons set out in the report for making the Traffic Regulation Order, as amended by officers, outweighed the objections.

#### **4.4 Alternatives Considered and Rejected**

The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate, as outlined in paragraph 4.10 of the report.

#### **4.5 Any Interest Declared or Dispensation Granted**

None

#### **4.6 Reason for Exemption if Public/Press Excluded During Consideration**

None

#### **4.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

#### **4.8 Relevant Scrutiny and Policy Development Committee If Decision Called In**

Economic and Environmental Wellbeing

### **5. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE CHARNOCK AREA**

5.1 The Executive Director, Place submitted a report outlining the receipt of an objection to the introduction of a 20mph speed limit in the Charnock area and setting out the Council's response.

5.2 **RESOLVED:** That the Charnock 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984.

5.3 **Reasons for Decision**

5.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

5.3.2 Having considered the objection to the introduction of a 20mph speed limit in Charnock, the officer view was that the reasons set out in the report for making the Speed Limit Order outweigh the objection. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

5.3.3 No objections had been received in response to the advertisement of Traffic Regulation Orders prohibiting parking on 'School Keep Clear' markings and other associated restrictions outside Charnock Hall Primary School.

5.4 **Alternatives Considered and Rejected**

The objection related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate.

5.5 **Any Interest Declared or Dispensation Granted**

None

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

None

5.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

6. **OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE SPINK HALL AREA**

6.1 The Executive Director, Place submitted a report outlining the receipt of

objections to the introduction of a 20mph speed limit in the Spink Hall area of Stocksbridge and setting out the Council's response.

**6.2 RESOLVED:** That:-

- (a) the Spink Hall 20mph Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly;
- (c) the parking restriction Traffic Regulation Orders be made outside Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School and shown in Appendix B of the report in accordance with the Road Traffic Regulation Act 1984; and
- (d) the proposed 20mph speed limit and parking restrictions be introduced.

**6.3 Reasons for Decision**

- 6.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.3.2 Having considered the objections to the introduction of a 20mph speed limit in Spink Hall the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.
- 6.3.3 No objections had been received in response to the advertisement of Traffic Regulation Orders prohibiting parking on 'School Keep Clear' markings and other associated restrictions outside Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School.

**6.4 Alternatives Considered and Rejected**

The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate.

**6.5 Any Interest Declared or Dispensation Granted**

None

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

None

**6.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

**7. OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN HIGH GREEN**

7.1 The Executive Director, Place submitted a report outlining the receipt of objections to the introduction of a 20mph speed limit in the High Green area and setting out the Council's response.

7.2 **RESOLVED:** That:-

- (a) the High Green and Greaves Lane 30mph Speed Limit Orders be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the objectors be informed accordingly;
- (c) the concerns of the Police be noted and speeds on the roads within the 20mph area be monitored; and
- (d) the proposed 20mph and 30mph speed limits be introduced.

**7.3 Reasons for Decision**

7.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

7.3.2 Having considered the objections to the introduction of a 20mph speed limit in High Green the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

7.3.3 A transitional 30mph speed limit on part of Greaves Lane was required to encourage drivers to moderate their speed as they approached the 20mph area from the north.

**7.4 Alternatives Considered and Rejected**

The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered, if appropriate.

**7.5 Any Interest Declared or Dispensation Granted**

None

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

None

**7.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

**8. PETITION REQUESTING ROAD SAFETY SCHEME TO REDUCE VEHICLE SPEEDS IN CANNON HALL ROAD AREA**

8.1 The Executive Director, Place submitted a report considering a request by petitioners for measures to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road.

8.2 **RESOLVED:** That:-

- (a) the concerns of the petitioners be addressed by including their streets in a future 20mph speed limit area;
- (b) proposals be brought forward for a 20mph speed limit as part of the City-wide roll out of the Sheffield 20mph Speed Limit Strategy in accordance with the approved prioritisation method; and
- (c) the lead petitioner be informed of the decision.

**8.3 Reasons for Decision**

8.3.1 Funding identified for the delivery of 20mph speed limit schemes during the 2013/14 financial year had been fully allocated to the installation of seven 20mph areas.

8.3.2 In future years funding will be allocated in accordance with the Sheffield 20mph Speed Limit Strategy. Scheme selection will be prioritised according to the accident record and delivery will be coordinated with the Streets

Ahead maintenance programme.

- 8.3.3 There were waiting restrictions currently being progressed for this area which will address issues around junctions, thus improving safety.

**8.4 Alternatives Considered and Rejected**

The report had investigated the requests made by the petitioners and had recommended that no immediate actions were needed. Under these circumstances no alternatives had been considered.

**8.5 Any Interest Declared or Dispensation Granted**

None

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

None

**8.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing