

# SHEFFIELD CITY COUNCIL

## EXECUTIVE FUNCTIONS DECISION RECORD

The following decision was taken on Tuesday 18 June 2013 by the Cabinet Highways Committee.

Date notified to all members:

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

The decision can be implemented from

### **DECISION 9**

#### **9. OBJECTIONS TO THE PROPOSED CHANGE IN HOURS OF OPERATION OF THE EXISTING AT ANY TIME WEIGHT RESTRICTION ON BOCKING LANE TO NIGHT TIME ONLY**

9.1 The Executive Director, Place submitted a report outlining and considering the objections received to the proposed change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only and seeks approval for the recommendations.

9.2 **RESOLVED:** That:-

- (a) the Traffic Regulation Order be made to change the hours of operation of the weight restriction on Bocking Lane in accordance with the Road Traffic Regulation Act 1984 and the signing changes be implemented;
- (b) the objectors be informed accordingly;
- (c) Bocking Lane be included in the Speed Indicator Device rotation schedule to address residents speed concerns; and
- (d) an assessment be undertaken as to what traffic calming and crossing facilities were needed for Bocking Lane between Abbey Lane and Greenhill Avenue which could be included in the Streets Ahead zonal works.

9.3 **Reasons for Decision**

9.3.1 HGVs are vital for delivering goods around the City and transporting goods nationwide. However, in some areas the journeys they make are a cause for community concern. Encouraging HGVs to concentrate on using suitable routes will minimise the impact of HGV journeys and reduce community concerns.

9.3.2 The approval of the relaxation of the HGV ban on Bocking Lane will help improve the situation for residents of Abbey Lane and other nearby roads which HGVs have used as an alternative including Twentywell Lane, Mickley Lane, Prospect Road and Queen Victoria Road.

9.3.3 Having considered the objections to the change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only, the reasons set out in the report for making the amendment to the Traffic Regulation Order outweigh the objections.

**9.4 Alternatives Considered and Rejected**

9.4.1 A number of alternative options had been considered previously in the 12<sup>th</sup> December report on the City Wide Review of HGV Routes when it was agreed to include both Abbey Lane and Bocking Lane (day time only) in the route network for HGV trips within the City. These included removing the ban on Bocking Lane altogether, introducing additional road engineering measures on Abbey Lane to deal with speeding as well as a 'do nothing' option.

**9.5 Any Interest Declared or Dispensation Granted**

None

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

None

**9.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

**Reasons For Decision**

**Alternative Considered And Rejected**

**Any Interest Declared or Dispensation Granted**

**Reason For Exemption If Public/Press Excluded During Consideration**

**Respective Director Responsible for Implementation**

**Relevant Scrutiny Committee If Decision Called In**