

Highway Cabinet Member Decision Session

Thursday 13 April 2017 at 2.00 pm

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

The Press and Public are Welcome to Attend

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

PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for 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. 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 or phone 0114 273 4014

Recording is allowed at Highway Cabinet Member Decisions Sessions under the direction of the Cabinet Member. Please see the website or contact Democratic Services for details of the Council's protocol on audio/visual recording and photography at council meetings.

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

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

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

**HIGHWAY CABINET MEMBER DECISION SESSION
13 APRIL 2017**

Agenda

- 1. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 2. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 3. Minutes of Previous Session** (Pages 5 - 10)
Minutes of the Session held on 9 March 2017
- 4. Sheffield 20mph Speed Limit Strategy: Responses to a Proposal to introduce a 20mph Speed Limit in Meadowhead and Greenhill** (Pages 11 - 24)
Report of the Executive Director, Place
- 5. Coisley Hill / Sheffield Road Zebra** (Pages 25 - 30)
Report of the Executive Director, Place

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's 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.

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Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 9 March 2017

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

ALSO IN ATTENDANCE: Simon Botterill, Team Manager, Traffic Management
John Priestley, Senior Transport Planner
Nigel Robson, Principal Transport Planner
Ben Brailsford, Parking Services Manager

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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 9 February 2017, were approved as a correct record.

4. WESTWICK CRESCENT AND WESTWICK ROAD: OBJECTION TO PROPOSED WAITING RESTRICTIONS

4.1 The Executive Director, Place submitted a report describing measures to restrict parking at the junction of Westwick Crescent and Westwick Road, through the introduction of double yellow line parking restrictions. The introduction of time-limited waiting elsewhere on Westwick Crescent will reduce the impact of the restrictions by increasing the turnover of parking spaces. The report also set out officers' responses to objections received and sought a decision from the Cabinet Member for Infrastructure and Transport.

4.2 Roger Stevenson, a local resident, attended the Session to make representations to the Cabinet Member. He commented that the current situation at the location concerned was an accident waiting to happen due to the parking situation leading to poor visibility for pedestrians and road users alike.

4.3 Double yellow lines should be introduced as single yellow lines were consistently ignored. He did not believe that businesses would be affected as there was adequate parking available nearby. This had been a long standing issue and the community had been waiting a long time for promises to be fulfilled.

4.4 Councillor Richard Shaw, a local Ward Councillor, also attended the Session in

support of Mr Stevenson and local residents. He commented that the strength of public feeling could be seen by the petition submitted and the number of signatures that it had collected. The junction was a heavily used junction and was notorious in the area for its safety concerns. Councillor Shaw therefore supported the petition and the recommendations in the report.

4.5 In welcoming the recommendations, Councillor Mazher Iqbal, requested that officers contact Mr Stevenson and Mick Thomas, another interested party, with a definitive date for the scheme to be introduced once this was known.

4.6 **RESOLVED:** That:-

(a) having considered the responses to the consultation it is recommended that the reasons set out in this report outweigh any unresolved objections and that the revised waiting restrictions be implemented and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;

(b) introduce associated traffic signing; and

(c) the objectors be informed accordingly.

4.7 **Reasons for Decision**

4.7.1 The proposed measures will address inconsiderate and illegal parking practices which will improve safety at a junction for pedestrians and motorists by removing parking that blocks sight lines. They will also improve the overall parking experience at this location by replacing single yellow lines, which get ignored, with double yellow lines and by introducing time limited waiting to optimise the availability of parking spaces.

4.8 **Alternatives Considered and Rejected**

4.8.1 The only alternative, as proposed by the objectors, is not to introduce any parking restrictions at this location. This is not considered to be an acceptable option. No other alternatives to parking restrictions have been considered.

5. CADMAN STREET AND BLAST LANE: OBJECTION TO PROPOSED WAITING RESTRICTIONS

5.1 The Executive Director, Place submitted a report describing the measures to restrict parking on Cadman Street, Blast Lane and Sussex Street through the introduction of double yellow line and time limited waiting single yellow line waiting restrictions. It also set out officers' responses to objections, including a petition and seeks a decision from the Cabinet Member for Infrastructure and Transport.

5.2 An employee of Capita, a business nearby to the proposed scheme, attended the Session to make representations to the Cabinet Member. He believed the revised proposals were a lot better in striking a balance for all interested parties.

5.3 **RESOLVED:** That:-

- (a) having considered the responses to the consultation, it is recommended that the reasons set out in the report outweigh any unresolved objections and that the revised waiting restrictions be implemented and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) associated traffic signing be introduced;
- (c) the objectors be informed accordingly;
- (d) Capita be advised to re-visit their travel plan; and
- (e) Capita be advised that their employees can use the following link to contact Inmotion, who should be able to provide information on journey planning, ticketing etc <http://www.inmotion.co.uk/help-and-contacts/>

5.4 **Reasons for Decision**

5.4.1 The proposed measures will address inconsiderate and illegal parking practices which will:

- Improve safety at junctions
- Improve accessibility for Network Rail and local businesses

5.5 **Alternatives Considered and Rejected**

5.5.1 The alternatives, as proposed by the various objectors, are to either reduce the restrictions to the point where they would not achieve their objectives, or to not introduce any parking restrictions at all. Neither of these are considered to be acceptable options. No other alternatives to parking restrictions have been considered.

6. **ACCEPTANCE OF SUSTAINABLE TRAVEL TRANSITION YEAR GRANT**

6.1 The Executive Director, Place submitted a report to approve acceptance of Sheffield City Region's Sustainable Travel Transition Year (STTY) revenue grant for the year 2016/ 2017. There has been a delay in bringing the report due to clarification of the Sheffield City Region (SCR) governance processes and the preparation of the grant agreement. The grant in the sum of £826,000 will come from the Department for Transport to the Sheffield City Region (SCR) which will in turn be passed on to the Council via a further grant agreement from SCR. The Council will provide match funding in the sum of £176,600. The Council will also be the accountable body for the grant. Therefore the Council will be responsible for the obligations and liabilities of the grant agreement placed on the Sheffield City Region, which have been passed on from SCR to the Council.

6.2 **RESOLVED:** That the Cabinet Member for Infrastructure and Transport:-

- (a) notes the acceptance of Sheffield City Region's Sustainable Travel Transition Year (STTY) revenue grant of up to £826,000 and match funding of £176,600, as detailed in Appendix A of the report (STTY Revenue Programme Summary);
- (b) approves the Council entering into and signing the grant agreement with the Sheffield City Region, to accept the STTY revenue grant and the terms of the grant, as detailed at Appendix B of the report;
- (c) notes that the Council will act as a delivery partner for projects totalling £1,002,600 (SCR grant of £826,000+ £176,600 of match funding) and act as the accountable body for the grant allocated to the Council; and
- (d) delegates' authority to the Director of Finance and Commercial Services in consultation with the Director of Legal and Governance to take such steps as they deem appropriate to achieve the outcomes set out in this report.

6.3 Reasons for Decision

- 6.3.1 Acceptance of the grant would enable the continuation of complimentary revenue measures (such as cycle training and events, independent travel training and road safety education and training) to capital investment in improving road safety, including facilities for walkers and cyclists that will help achieve the Transport outcome of having better connected transport to increase travel choices.

6.4 Alternatives Considered and Rejected

- 6.4.1 An alternative option would be to reject the Sustainable Travel Transition Year grant, which would have a detrimental effect on the overall funding for Transport, Traffic and Parking Services and consequently Sheffield City Council.

7. CHANGES TO PRICES FOR PAPERLESS VISITOR PARKING VOUCHERS

- 7.1 The Executive Director, Place submitted a report seeking approval to offer electronic paperless visitor parking vouchers at a lower rate than the current paper visitor parking vouchers.

7.2 RESOLVED: That:-

- (a) paperless parking visitor vouchers be introduced at £10 per batch of 25, 25% less than the current cost of paper booklets; and
- (b) a contingency of paper parking visitor booklets be maintained to support customers with additional needs.

7.3 Reasons for Decision

- 7.3.1 As part of the Customer Experience programme, introducing paperless permits

improves customer ability to access vouchers quickly rather than be reliant on manual processing of an online request, which is subject to loss or delay in the post.

- 7.3.2 Paperless visitor vouchers will offset future costs increases for staff required for manual processing.
- 7.3.3 Allowing paperless vouchers to be issued in half day segments reduces risk of customers being adversely disadvantaged from the current transferable paper method.
- 7.3.4 Reducing costs of paperless virtual visitor vouchers means that the risk of customers being adversely affected if they do need to purchase more vouchers is reduced.
- 7.3.5 The maximum potential loss by introducing paperless permits at less than the current costs is £13,140. The actual loss is likely to be less than this as some customers may have to purchase more books than they currently do.
- 7.3.6 Support for people with additional needs or lack of internet access is still available via customer services, and a contingency of maintaining paper permits can be considered.
- 7.3.7 The council will gain a better understanding of visitor vouchers use, which can support any future review of parking permit policy.

7.4 **Alternatives Considered and Rejected**

- 7.4.1 **Do nothing** – continue to implement paperless permits, but leave visitor vouchers as paper books.

Implications of this are increased cost to Parking Services and Sheffield City Council of continuing to have a paper system. This is an indicative cost of £10k per year based on needing additional staff to process paper permit application checks.

7.4.2 **Change to paperless visitor vouchers but maintain current cost**

Implications – Paperless permits require the vehicle registration to be entered into the database. This will mean that vouchers cannot be transferred between vehicles in the way they currently can be. Introducing a half day voucher at half the cost, for example 5hrs parking for £0.25 would provide greater flexibility for shorter stay visitors and reduce the risk of it costing the resident more than it currently does. However there is some risk of dissatisfaction at the perceived “extra cost” if customers currently transfer the voucher more than once.

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Author of Report: Simon Nelson

Tel: 0114 2736176

Report of: Executive Director, Place

Report to: Cabinet Member for Infrastructure and Transport

Date of Decision: 13 April 2017

Subject: Sheffield 20mph Speed Limit Strategy: Responses to a proposal to introduce a 20mph speed limit in Meadowhead and Greenhill

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 introduction of a 20mph speed limit in Meadowhead and Greenhill, reports the receipt of objections and sets out the Council's response.

Recommendations:

- 7.1 Uphold in part the objection to the inclusion of Hemper Lane and Bradway Road within the 20mph Speed Limit Order as described in paragraph 3.8 below.
- 7.2 Make the Meadowhead and Greenhill 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984 and inform the objectors accordingly.
- 7.3 Submit a proposal to affect the necessary works to introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process.
- 7.4 Advertise the intention to introduce a 20mph speed limit on Bocking Lane between Allenby Close and Reney Road and report the receipt of any objections to the Cabinet Member for Infrastructure and Transport.
- 7.5 In the event that no objections to the introduction of a 20mph speed limit on the roads described in paragraph 7.4 above are received, submit a proposal to effect the necessary works to introduce the proposed 20mph speed limits in accordance with the Capital Gateway Process.

Background Papers: N/A

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 Currie
	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	EMT member who approved submission: Mick Crofts
3	Cabinet Member consulted: 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.
	Lead Officer Name: Tom Finnegan-Smith
	Job Title: Head of Strategic Transport and Infrastructure
Date: 5 April 2017	

1.0 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 Sheffield¹. A total of seventeen 20mph areas have now been completed, with an eighteenth about to be introduced. Each speed limit is indicated by traffic signs and road markings only. They do not include any ‘physical’ traffic calming measures (such as road humps).
- 1.2 The Strategy was updated on 8th January 2015², in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case by case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Final Business Case for the 2016/17 20mph speed limit programme was approved by the Thriving Neighbourhood and Communities Programme Board on 10 January 2017 and included an allowance for design of and consultation on the Meadowhead and Greenhill 20mph area scheme. Delivery of the scheme would be subject to sufficient funding being available in 2017/18 20mph programme.
- 1.4 This report describes the response from residents to the advertisement of the intention to introduce a 20mph speed limit order in parts of Meadowhead and Greenhill, reports the receipt of objections and sets out the Council’s response.

2.0 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 limit 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.

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

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

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.

3.0 CONSULTATION

3.1 Leaflets have been delivered to approximately 2900 properties informing residents of the intention to introduce a 20mph limit (see Appendix A).

3.2

Leaflet responses	
Supportive	77
Objections in principle	10
Objections to the inclusion of a specific road or roads	9
Questions and comments without expressing a view	11

An anonymised summary of the comments received is available to view on request.

Requests for traffic or pedestrian related measures that fall outside the remit of this scheme have been forwarded to the Council’s Transport Planning team for assessment. Requests for enforcement of parking restrictions have been forwarded to the Council’s Parking Services team. Complaints about drivers parking their cars in a way that obstructs the footway have been advised to contact South Yorkshire Police.

3.3 77 people have registered their support for a 20mph limit.

“A 20mph limit away from main thoroughfares will make no material difference to traffic flow but will significantly lessen both the likelihood and consequences of accidents involving pedestrians.”

Mr G, by email

“I really hope it goes ahead. It has always worried me the way people speed up and down Meadowhead Avenue and use it as a short cut.”

Ms D, Meadowhead Avenue

The messages of support include representations from Councillor Andy Nash and the Head teacher of St Thomas of Canterbury School.

- 3.4 Ten of those who expressed their support requested that the full time 20mph area be expanded to include Reney Road and/or parts of Bocking Lane (south of Greenhill Avenue), or that the part-time 20mph limit proposed for Reney Road be extended to include the shopping area at the southern end of Bocking Lane. A location plan is attached at Appendix B.

“Part time school zone should be extended north along Bocking Lane to just beyond the Spar shop. Required to calm traffic before the roundabout and allow for pedestrians crossing that side of the roundabout. Cars parked outside the shops and buses/bus stop make this small stretch of Bocking Lane better suited to 20mph all the time if that's possible?”

Mr A, by email

“The only concern I have is that Bocking Lane is not included and that Reney Road is only included at certain times of day. Bocking Lane is possibly the most dangerous road in the area, with cars reversing out of parking bays, overtaking buses at the bus stop, accelerating off the roundabout (which would be made even worse if this was the point at which cars left the 20 zone) not to mention the 100's of children who have to cross it every day to get to school or home.”

Ms A, Cockshutt Drive

“I have concern that the limit is not effective on the approach to the roundabout on Bocking Lane. This is a major crossing point and there is no crossing patrol for children. An extension to the part-time 20mph to the Meadowhead Avenue junction is essential.”

Ms M, by email

“I am very happy with the proposal for the smaller roads, but feel the proposed part-time zone past the school, church, doctors and library should become full-time and be extended beyond the roundabout to the junction with Meadowhead Avenue.”

Mr T, Sharpe Avenue

“If you make a 20mph stretch roughly between Meadowhead Avenue and the roundabout which, as proposed for Reney Road, operational during school arrival and departure times your plan would be logical. This would mean that when children are arriving at school and leaving in the afternoon (when they are joined by large numbers of children from Meadowhead School), there would be a 20mph limit on all the roads surrounding the school.”

Ms B, via email

Officer comment: Bocking Lane and Reney Road were omitted from the

20mph area so that the proposals would conform to both Department for Transport guidance and Sheffield City Council's own 20mph policy. DfT guidance (Setting Local Speed Limits - Circular Roads 1/13) states that speed limits should reflect the character of the road to which they apply. As these roads form part of an important distributor and commuter route linking the Abbeydale Road corridor with the A61 a 20mph limit would be inappropriately low. In addition, the existing average speeds on parts of Bocking Lane (28.9mph between Bocking Rise and Thurstan Avenue with 40% of drivers exceeding the 30mph speed limit) are above the upper threshold for a 20mph limit to be considered credible (see paragraph 1.2 above). Again, 20mph would be an inappropriate limit.

The Strategy expressly provides for action at schools that are located on roads that are otherwise unsuitable for a 20mph speed limit through the introduction of localised, part-time advisory speed limits around the school entrance, to be operational at times when pupils are arriving and leaving the school. This is the approach that officers recommend on Reney Road adjacent to Greenhill Primary School and proposed in the consultation leaflet.

- 3.5 Whilst officers do not support requests to make Reney Road or Bocking Lane (north of Allenby Close) part of the full-time 20mph area, the section of Bocking Lane south of Allenby Close is clearly a location with high levels vehicle and pedestrian activity which occur outside of school times. Officers recommend that the intention to introduce a 20mph speed limit on this southern most section of Bocking Lane be advertised.
- 3.6 Officers recommend that the request for the proposed mandatory 20mph speed limit area to be extended along Reney Road be declined.

Objections

- 3.7 Ten people have objected to the *principle* of introducing a 20mph speed limit in this area. Each objector makes one or more of the following points:

- a) *A 20mph limit is unnecessary. "I am not aware of any significant road traffic accidents."*

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) *20mph limits are only appropriate at school times and/or on roads immediately adjacent to schools.*

Officer comment: The safety of pupils on their journeys to and from school is an important part of Sheffield's 20mph speed limit strategy, however as explained above it is far from being the sole reason for introducing these limits.

- c) *Enforcement. Unless there is enforcement there will be no deterrent to speeding and so the scheme will be a waste of money.*

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

South Yorkshire Police understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph speed limit areas will therefore not be subject to routine pre-planned enforcement. Community concerns about speeding issues and requests for short-term enforcement at a particular location (for instance outside a school) should be reported to South Yorkshire Police's Local Policing teams (formally the Safer Neighbourhoods teams) by ringing their non-emergency 101 number.

The success of the 20mph Speed Limit Strategy hinges on the willingness of the Sheffield public to alter their own behaviour when driving in these areas. There will be some, a minority, who pay little heed to the current limit, never mind a new one. Such behaviour remains a matter for the police. But it is hoped that the majority will be supportive, take responsibility for their own actions, and help redefine what is and isn't an acceptable way to drive in residential areas. It will undoubtedly take time for people to alter long established habits, but even a marginal reduction in average speeds will, over time, contribute to the creation of safer streets.

- d) *"Have the council considered possible cons, such as the impact on vehicle emissions?" The proposal would result in inefficient vehicle*

operation and would therefore unnecessarily cause an increase in fuel usage.

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

At a constant lower speed a driver will generally use less fuel, but it would be misleading to suggest that there would be an immediate reduction in vehicle exhaust emissions resulting solely from the introduction of 20mph speed limits. In the short-term, the small reductions in speed initially produced by sign-only 20mph speed limits are unlikely to affect vehicle emissions to any appreciable degree. A study of the impact of the introduction of [un-calmed] 30km/h speed limits on vehicle exhaust emissions³ concluded that “... emissions of most classic pollutants should not be expected to rise or fall dramatically”.

More recently (April 2013), research carried out on behalf of the Cross River Partnership into the impact of 20mph speed limits on tailpipe emissions of NOx, PM10 and CO2 found that 20mph limits are beneficial in reducing PM10 for both diesel and petrol engines and beneficial in reducing NOx and CO2 for diesel engines. Whilst there can be a small increase in NOx and CO2 emission for petrol engines, overall there is a positive effect from 20mph speed restrictions on ambient local air quality. The researchers concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed.

e) *It will result in an increase in accidents due to driver frustration.*

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

f) *Money would be far better spent on improving social care, which is in crisis.*

Officer comment: The funding 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.

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

- g) *Consultation: Lack of; it's easier to register support than to object; "No consideration for people who disagree/agree with part [as opposed to all] of the proposal".*

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 leaflet inviting support and objections. This invited people to register their support for the proposals or to ask questions via a telephone or email, but formal objections should be sent to a postal address.

Whilst all forms of communication are accepted (and reported) there is a legal requirement that formal objections to a Traffic Regulation Order be in writing (Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996). A written record of an objection leaves far less chance that the grounds for the objection could be inadvertently misinterpreted by officers or misrepresented when reported to the cabinet member. Officers will make it clear in future that an emailed objection will do just as well as a letter.

People can, and do, make it clear if they agree or disagree with certain aspects of the proposals as demonstrated by the objections to the inclusion of Hemper Lane and the requests for the inclusion of Bocking Lane.

- 3.8 Nine people (including three who were otherwise supportive of the new limit) object to the inclusion of Hemper Lane and/or its continuation into part of Bradway Road:

"I have lived on Hemper Lane for nearly 30 years and cannot recall any accident involving pedestrians which would have been avoided by a lowering of the speed limit."

Mr and Mrs B, Hemper Lane

"Hemper Lane is a wide road with not much traffic, not many parked cars and runs in a straight line for a considerable distance with good visibility. There is no need to reduce the limit here until about 200 yards from the island as drivers approach the library."

Mr W, Westwick Road

"Hemper Lane (and where it continues as Bradway Road). It is almost certainly inappropriate to reduce this road to 20mph, and I challenge anyone on the planning team to drive the full length of this stretch at

20mph as I have. This is a wide straight road, double parking is not a significant issue and visibility is never poor for pedestrians wanting to cross.”

Ms J, Hemper Lane

Officer comment: As the objectors explain, Hemper Lane is long and straight and for the most part relatively wide (7.5m-8.5m). Houses are set back from the road and there is little on street parking (the exception being on the immediate approach to the Bocking Lane roundabout, shops and Greenhill Library). Bradway Road from Hemper Lane to Greenhill Parkway is similar in character, though not as straight. At an average 27mph, speeds on Hemper Lane are at the very limit of what the City has decided could be *considered* to be part of a sign-only 20mph limit.

3.9 Having looked again at these roads officers recommend that the objection be upheld in part (see Appendix B). Bradway Road and Hemper Lane would be removed from the 20mph Speed Limit Order save for a distance of approximately 120m at the north east end of Bradway Road. It is acknowledged that such a decision would go against the wishes of some residents of Hemper Lane and Bradway Road but officers are of the opinion that 30mph is the appropriate speed limit for these roads.

3.10 One person has objected to the inclusion of Greenhill Main Road, Reney Avenue and Reney Road on the grounds that these are “*considered to be main roads by the residents of Greenhill*”.

Officer comment: Greenhill Main Road fronts the main entrance to Greenhill Primary School. Both Greenhill Main Road (circa 6.5m) and Reney Avenue (circa 5.5m) are considerably narrower than Hemper Lane and a twelve-hour traffic survey taken on Greenhill Main Road recorded average speeds of 21.5mph. Officers can see no reason for their omission from the scheme. There is no proposal to introduce a 20mph speed limit order on Reney Road as explained in paragraph 3.4 above.

Other Consultees

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

- 3.12 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 Meadowhead and Greenhill 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 Final Business Case for the 2016/17 20mph programme was approved by the Thriving Neighbourhood and Communities Programme Board on 10 January 2017 and included an allowance (estimated at £11,000) for the design of and consultation on the Meadowhead and Greenhill 20mph area scheme.
- 4.2.2 The total estimated cost of the scheme, including legal procedures, consultation (materials and distribution), consultation (communication and reporting), design fees, works cost, contract administration and future maintenance is £123k.
- 4.2.3 Delivery of the scheme would be subject to sufficient funding being available in 2017/18 20mph programme and approvals through the City Council's Capital Gateway Process. 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 speed limit 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.

- 4.3.2 The Council must also have regard to the Department for Transport national policy, which encourages local authorities to consider implementing 20mph speed limits in residential areas. This policy recognises that traffic authorities have powers to introduce 20 mph speed limits, where a school is located on a road that is not suitable for a full-time 20 mph limit, that apply only at certain times of day. In support of this, the Secretary of State has provided a special authorisation for every traffic authority to place an advisory part-time 20 mph limit sign, with flashing school warning lights.
- 4.3.3 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 Those objections that relate to the principle of introducing sign-only 20mph speed limits into residential areas are effectively objections to the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.
- 5.2 Objections to the inclusion of specific roads have been considered as described in paragraphs 3.7 to 3.10 above.

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 Meadowhead and Greenhill the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.
- 6.3 Consideration has been given to objections to the inclusion of Hemper Lane and part of Bradway Road within the Meadowhead and Greenhill 20mph speed limit area (see paragraphs 3.7 to 3.10). It is recommended that these objections be overruled.



Part time 20mph limit at Greenhill School

We are also proposing to introduce a part time 20mph speed limit on Reney Road centred around the entrance to Greenhill Infant and Junior School - operational when pupils are arriving and leaving. Signing will be installed on the approaches to the school with lights which will flash during school times.

Don't stop on the zig-zag lines

Most pupils walk to school. Of those parents who drive their children to school, most respect the safety of others and park responsibly. However, despite many appeals and warnings a few continue to stop on the 'School Keep Clear' markings at the school gates. The safety of children is too important for this to continue. In future, if you do stop on the zig-zag lines you risk a £70 fine.

What happens next?

We plan to introduce the new speed limit in Autumn 2017, but this will depend on the response we receive to this leaflet.

If you would like to register your support for the proposal or have any questions please contact:
Simon Nelson, telephone: 0114 273 6176
email: 20mphAreas@sheffield.gov.uk

If you wish to lodge an objection to the new speed limit, please put this in writing to:
 Transport, Traffic and Parking Services,
 Howden House, 1 Union Street, Sheffield,
 S1 2SH

Formal objections must be received by 17 March 2017.

This document can be supplied in alternative formats, please contact 0114 273 5907
 Sheffield City Council
www.sheffield.gov.uk/20mph

Help us make our roads safer!



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






DP19871

A 20mph speed limit for Meadowhead and Greenhill

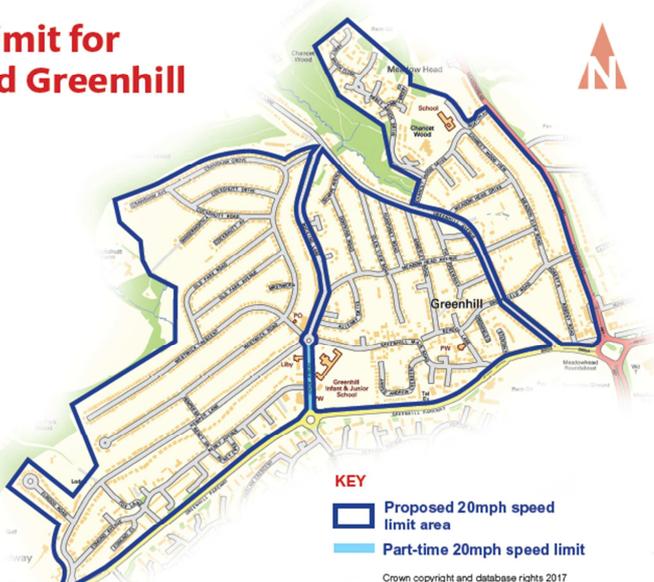
Why are we doing this?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.



KEY

- Proposed 20mph speed limit area
- Part-time 20mph speed limit

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What will the new 20mph areas look like?

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

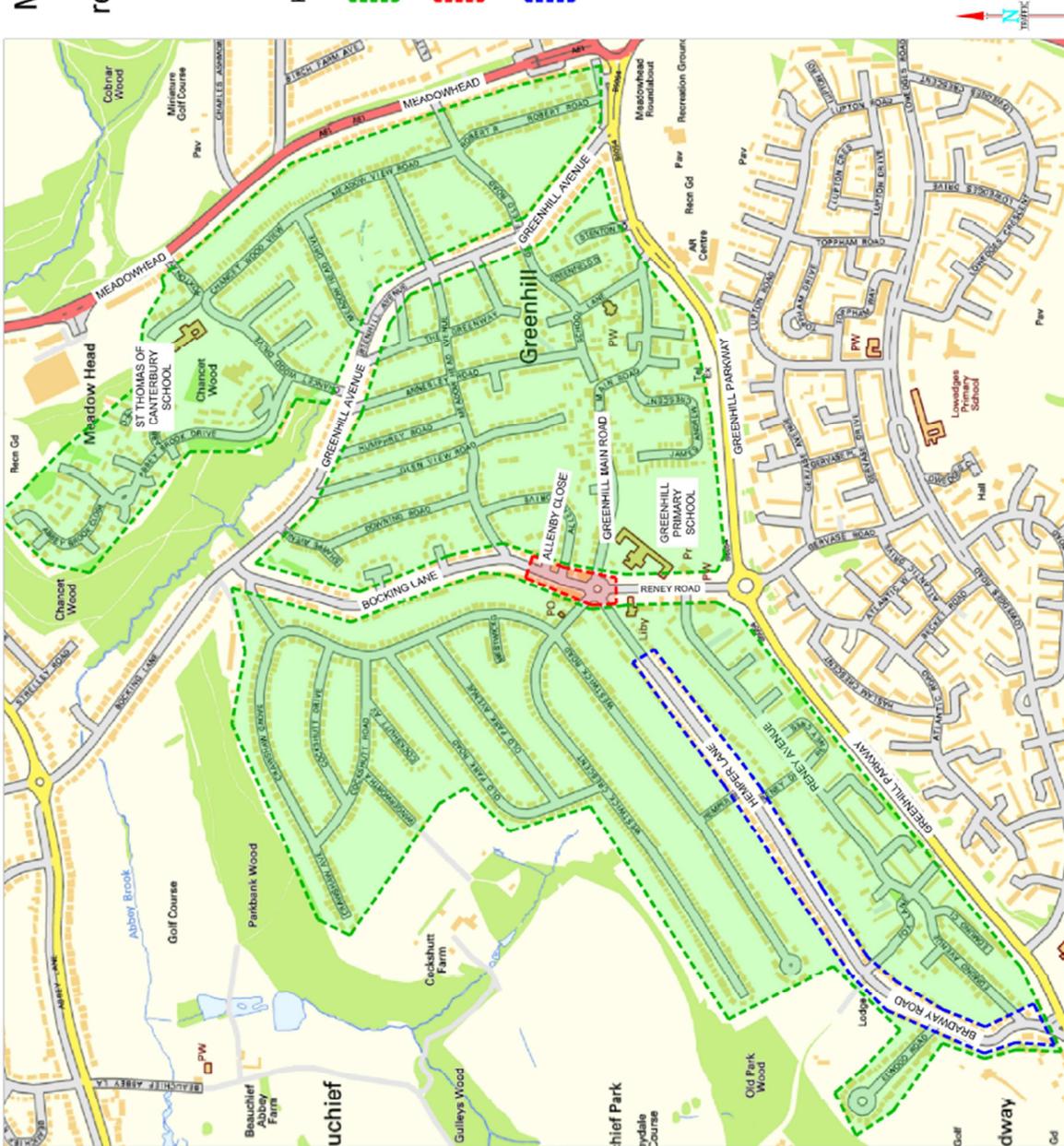
New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.

APPENDIX B

Meadowhead and Greenhill 20mph speed limit area: recommended amendments

Key

-  20mph speed limit area as advertised
-  Recommendation to advertise the intension to extend the 20mph area to include part of Bocking Lane
-  Recommendation to remove Bradway Road and the majority of Hemper Lane from the scheme



Agenda Item 5



Author/Lead Officer of Report: Gay Horsfield,
Transport Planner

Tel: 2735828

Report of: Executive Director Place
Report to: Individual Cabinet Member Decision
Date of Decision: 13 April 2017
Subject: Coisley Hill / Sheffield Road Zebra

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input 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? Place Which Scrutiny and Policy Development Committee does this relate to? Thriving Neighbourhood and Communities		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 919		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input 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 report outlines the objection received to proposals for a zebra crossing on Coisley Hill / Sheffield Road, Woodhouse. The report seeks a decision on how the scheme should be progressed in light of this objection.

Recommendations:

- The zebra is built at the location planned having considered the issues that were raised in the objection.
- The waiting restrictions around the corners of Ashwell Road are implemented.
- The objector is informed of the decision taken.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Appendix A - Coisley Hill / Sheffield Road Survey Results

Appendix B – Scheme drawing

Appendix C – Letter of objection and officers' responses

Appendix D – Road Safety Audit 1

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 15/02/2017
	Legal: Nadine Wynter 22/02/2017
	Equalities: Annemarie Johnston 23/02/2017
<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	EMT member who approved submission: Simon Green
3	Cabinet Member consulted: Cllr 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.
	Lead Officer Name: Gay Horsfield
	Job Title: Senior Transport Planner
Date: 13 April 2017	

1. PROPOSAL

- 1.1 Sheffield Road near Woodhouse West School has a long standing request for a pedestrian crossing.
- 1.2 The site was previously identified as an Accident Saving scheme by the Council's Transport Planning team. There were 9 accidents along this route in the period 2008-2012. Two were serious. There were 4 child pedestrian casualties; these have all occurred in the evenings and not on the school journey. Out of the nine accidents, 5 occurred in the dark.
- 1.3 There have been no recorded injury accidents in the last 5 years, from 1 January 2011 to 31 December 2015. Hence the traffic calming measures originally proposed have been removed. Speeds indicate that no physical traffic calming measures are required.
- 1.4 The previous scheme was a joint project. The traffic calming was funded from the Accident Savings Scheme allocation and the zebra was funded from the Streets Ahead Enhancement budget.
- 1.5 The previous scheme received seven responses. These were:
- Two supporting the proposals;
 - Four objecting to the proposed waiting restrictions, including one with attached petition with 171 signatures; and,
 - Three objecting to the location of the proposed pedestrian crossing.
- No responses were received objecting to the proposed road humps. (Note that some responses objected to more than one aspect of the scheme, hence the sum of responses listed above adding to more than seven)
- 1.6 In view of the previous objections a survey was done in July 2016, see **Appendix A** for survey results summary. The main crossing point is where the School Crossing Patrol warden operates in Zone B. However several pedestrians were counted crossing nearer to Coisley Road, Zone A. Moving the crossing further away from Coisley Road and nearer to Ashwell Road could result in more pedestrians not walking up and using the zebra crossing. There are low numbers of pedestrians crossing in Zone C and Zone E. Zone D, between Ashwell Road and Wolverley Road, had the highest number of pedestrians on the Saturday. However there is not enough physical space to build the crossing here. Also pedestrians from the Coisley Road direction will probably not walk up to the zebra on school days.
- 1.7 The new scheme has removed all elements of the traffic calming but has kept the zebra crossing at the same location. The survey confirmed that this was the most appropriate location to serve the most significant pedestrian desire line. **Appendix B – Scheme Drawing**
- 1.8 There are two small sections of new waiting restrictions around both corners of Ashwell Road to ensure that pedestrians, especially people with limited mobility or with pushchairs, can use the dropped kerbs.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The pedestrian crossing will improve accessibility and safety for a high

number of pedestrians, many of whom are children that walk to and from school. It contributes to the creation of a safer residential environment and making the City a *Great Place to Live*.

2.2 Protecting the dropped crossings will also help a variety of pedestrians.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Notices detailing the new proposals were erected on-street and posted through local frontages on 2 December 2016. The notices invited people wishing to object to or otherwise comment on the proposals to submit their comments by 23 December 2016.

3.2 One letter of objection was received, see **Appendix C**. The main concern was the safety of access in and out of their drive at school time. They also felt that the crossing should be located between the shop and the Westend Club as it would serve the community better. Whilst pedestrian numbers were highest at this location on a Saturday, overall they were still much lower than numbers near the school on a weekday.

3.3 The Road Safety Audit 1 did not identify the drive access as a problem. See **Appendix D**. The auditor was consulted again after a meeting with the objector. They felt that the resident should be able to enter/leave their drive safely provided that they drive sensibly and in accordance with the Highway Code.

3.4 Therefore the crossing in its proposed location ensures the greatest pedestrians benefit and protects this desire line relative to other, lesser desire lines.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 Overall there are no significant differential, positive or negative, equality impacts from implementing these individual scheme works as part of the wider Streets Ahead Enhancement project. The work should be positive for everyone by improving access to both around local neighbourhoods and also to the bus and tram infrastructure. It should be particularly positive for the elderly, young and mobility impaired.

4.2 Financial and Commercial Implications

4.2.1 £60,000 has been allowed to implement the zebra crossing from the 2017/18 LTP programme. This element of LTP funding is part of the Streets Ahead Enhancement programme (BU93053), which has £400,000 in total approved by the Integrated Transport Authority (ITA). The Sheffield City Council Thriving Neighbourhoods and Communities Board and Capital Programme Group have approved a £400,000 total budget for 17/18 but a Final Business Case with details of the works and costs to be carried out will be subject to the Capital Gateway Approval process.

4.2.2 The commuted sum to cover future maintenance is estimated at £5K. It is claimed from the LTP and then held in the revenue contribution

account BU22183. It is paid to Amey at the end of the financial year to cover related maintenance expenditure over the next 25 years. However should any other implications arise, appropriate consultation and advice will be sought on the issues as required. The commuted sum for this scheme will be ~£12k which is less than the £50k commuted sums approved for Streets Ahead Enhancement programme for 17/18.

4.3 Legal Implications

4.3.1 The Council in exercising its functions under the Road Traffic Regulation Act (including provision of pedestrian crossings and waiting restriction) is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

4.3.2 The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

4.3.3 The Council received one objection to the proposal in response to the consultation. The Council therefore needs to consider whether this objection outweighs the benefits of implementing the proposal. If the Council is satisfied that the benefits of implementing the proposal outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposal.

4.4 Other Implications

4.4.1 N/A

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Doing nothing has been considered, that is not implementing the proposed zebra crossing. This would mean that conditions for pedestrians crossing Sheffield Road would remain unimproved. Also recruitment and retention of School Crossing Wardens is difficult. If the current warden left and the position was not filled then the main pedestrian desire line would be left unprotected.

5.2 Relocating the crossing has been considered. This would address the concerns raised that the proposed crossing does not serve pedestrian

movements to the shop, working men's club and bus stops. However, no other suitable safe location has been identified. Moving the crossing slightly nearer the shop would mean removing all the parking outside the shop. There is not enough physical room to put it between Wolverley Road and Ashwell Road and would mean that at least one bus stop would need to be moved. Moving the crossing near to the Social Club would mean substantial loss of residential parking and again moving at least one bus stop. It would leave the stronger desire line by the school, albeit one only used for relatively short periods of the day, unprotected, perhaps increasing risk to people crossing at this point including the school crossing patrol.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The new survey confirms that the zebra in the proposed location best serves the main pedestrian desire line for the majority of the time.