

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 11 October 2012 by the South East Community Assembly.

Date notified to all members: Monday 15 October 2012

The end of the call-in period is 4:00 pm on Friday 19 October 2012

The decision can be implemented from Monday 22 October 2012

Item No

6. SKELTON LANE HIGHWAYS PETITION

6.1 Summary of Item

The Assembly received a report of the Southern Project Delivery Manager, regarding the outcome from consultation upon a proposal to make Skelton Lane and Spa Lane in Woodhouse one-way streets.

It was noted that the South East Community Assembly had received complaints that cars parked on Skelton Lane and Spa Lane, Woodhouse, sometimes prevented drivers from passing one other, causing congestion and delays to bus services. (Bus services operated in one direction, clockwise, from Spa Lane into Skelton Lane).

In May 2011 the Assembly asked officers to investigate the feasibility of making either the full length of Skelton Lane and Spa Lane one-way only, or making a section of Skelton Lane one-way from Water Slacks Road to Tannery Street. The resultant report, presented to Assembly Members in September 2011, concluded that, whilst either arrangement would be feasible, there would be significant drawbacks, as follows:

- Either proposal would adversely affect the accessibility of all properties along Skelton Lane and Spa Lane;
- Visitors driving to Woodhouse Library and Woodhouse Health Centre would have to travel a considerable additional distance to reach the car park or to be able to park on Skelton Lane;
- Some drivers would be likely to travel at higher speeds knowing that no traffic would be coming from the opposite direction. (The feasibility report recommended that some form of measure to moderate speeds should be introduced alongside a one-way system); and
- The considerable cost of such a scheme would be disproportionate to the problem

The feasibility report contained an alternative proposal which would maintain two-way traffic but prohibit drivers from parking at bus stops and around junction mouths, creating a series of passing places. This was rejected by the Assembly on the grounds that it would remove much needed parking opportunities.

6.2 **Decision Taken**

RESOLVED: That the South East Community Assembly;

(a) notes the outcome of the consultation and the contents of the report now submitted;

(b) agrees to fund and promote the introduction of 'bus clearway' restrictions at bus stops, and waiting restrictions around the mouths of junctions and at crossing points, along the length of Skelton Lane and Spa Lane, and

(c) agrees to ensure that the petitioners and those who provided contact details with their survey response are informed of the Assembly's decision.

6.3 **Reasons For The Decision**

Despite the high level of support for the one-way system on Skelton Lane and Spa Lane, there remained significant concerns about its impact. The recommended measures would go some way to addressing the problems of congestion without the same drawbacks.

6.4 **Alternatives Considered and Rejected**

Congestion could be eased by creating a series of passing places along Skelton Lane/Spa Lane as described in the feasibility report and shown in Appendix C. This suggestion has previously been rejected by the Assembly.

6.5 **Any Interest Declared or Dispensation Granted**

None declared

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

Not applicable

6.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place Portfolio.

(NOTE: The relevant Scrutiny and Policy Development Committee to consider a call-in of the decision would be, in this instance, the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee.)