

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.