

## SHEFFIELD CITY COUNCIL

### EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 13 December 2012 by the Cabinet Highways Committee.

Date notified to all members: Monday 17 December 2012

The end of the call-in period is 4:00 pm on Friday 21 December 2012.

The decision can be implemented from Monday 24 December 2012.

#### **Item No**

#### **8. CITY WIDE REVIEW OF HEAVY GOODS VEHICLE ROUTES**

8.1 The Executive Director, Place submitted a report that gave an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield and sought approval for (a) an HGV Route Network for journeys through Sheffield and into the city, a process and criteria for assessing HGV problems and a hierarchy of measures to deal with them and (b) continuing work to develop proposals to deal with some HGV hot spots and for getting information to the Satellite Navigation companies and Freight Industry, as detailed in Appendix A.

8.2 **RESOLVED:** That the Committee approves:-

- (a) the HGV Route Network as shown in Appendix D1 of the report;
- (b) the process and criteria in Appendix E of the report for determining the suitability of roads for use by HGVs and the Hierarchy of Measures in Appendix F of the report for progressive action to deal with HGV problems;
- (c) the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- (d) the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
- (e) the engagement with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement; and
- (f) developing proposals for further work, as detailed in Appendix A of the report.

8.3 **Reasons for Decision**

- 8.3.1 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 use only suitable routes will minimise the impact of HGV journeys and reduce community concerns.
- 8.3.2 The approval of the network, process/criteria and hierarchy of measures will allow officers to develop proposals to deal with existing HGV hot spots.
- 8.3.3 The approval of the relaxation of the HGV ban on Bocking Lane offers a reasonable compromise to provide some respite for residents of Bocking Lane and Abbey Lane.
- 8.3.4 Modifying the Key Diagram will help reduce problems in the future by promoting the HGV Route Network at the planning stage.
- 8.3.5 Developing proposals for further work will allow funding to be secured for a programme of work to get information out to Sat Nav companies, freight industry and business so that the process of making sure HGVs use the most suitable route can begin at the point where it is most likely to be effective.

#### **8.4 Alternatives Considered and Rejected**

- 8.4.1 A number of alternative options were considered when determining how to deal with the concerns of Abbey Lane residents including removing the ban on Bocking Lane, introducing additional road engineering measures on Abbey Lane to deal with speeding and to do nothing.
- 8.4.2 When determining what to do about the Mayfield Valley officers did consider introducing an HGV ban and advisory route signing but neither could be justified in terms of the numbers and frequency of incidents involving HGVs.
- 8.4.3 When looking at Attercliffe centre a ban was considered but this might have affected local businesses that are reliant on HGVs and therefore was not recommended.

#### **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.

### **9. SMITHY WOOD CRESCENT - RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER**

9.1 The Executive Director, Place submitted a report setting out the public response to the advertised Traffic Regulation Order (TRO) to legalise the 'Prohibition of Motor Vehicles Except for Access' signs which have been installed on Smithy Wood Crescent at its junctions with Chesterfield Road and Woodseats Road to prevent non-residential traffic using it as a through route.

9.2 **RESOLVED:** That the Committee:-

- (a) overrules the objection to the Traffic Regulation Order on Smithy Wood Crescent and the restriction be introduced as shown in the plan in Appendix A to the report;
- (b) approves the making of the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984; and
- (c) requests that the objector and other respondents are informed accordingly.

### **9.3 Reasons for Decision**

9.3.1 The Traffic Regulation Order for this scheme is necessary to enable enforcement of the restriction to be carried out with a view to resolving problems which have been raised by local residents.

9.3.2 Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents concerns and aspirations.

### **9.4 Alternatives Considered and Rejected**

9.4.1 This scheme has been designed to meet local needs/priorities as identified by South Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assembly.

9.4.2 One supporter suggested a 'No Right Turn' restriction on Chesterfield Road. This type of restriction is also enforced by the Police and no greater enforcement could be expected.

9.4.3 Other measures, such as traffic calming and junction closures, have been explored by the Community Assembly to prevent through traffic from using

Smithy Wood Crescent, but these were beyond their budget.

**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.

**10. BUCHANAN ROAD - CHAUCER PUBLIC REALM IMPROVEMENTS**

10.1 The Executive Director, Place submitted a report on objections had been received to the advertised Traffic Regulation Orders in relation to the Chaucer Public Realm improvements project. The report acknowledged and addressed those objections and recommended that, subject to minor changes, the scheme is approved.

10.2 **RESOLVED:** That the Committee:-

- (a) approves the amendments to provide additional parking spaces in the vicinity of the Buchanan Road shopping centre, as shown in Appendix D of the report;
- (b) approves the removal of the restrictions outside the houses 272 to 290 Buchanan Road;
- (c) overrules the objections to the proposed Traffic Regulation Orders and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984; and
- (d) requests that the objectors are informed of the decision.

**10.3 Reasons for Decision**

10.3.1 The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.

10.3.2 The removal of the slip road enables a large public realm area to be created, thus much improving the setting of the parade of shops. This should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.

10.3.4 A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

#### 10.4 **Alternatives Considered and Rejected**

10.4.1 Widening of the service road has been considered in accordance with the objectors' wishes but this option would greatly reduce the impact of the improved public realm area and the level of parking.

10.4.2 The removal of the chicane has increased parking opportunities as it has removed one element of the public realm. However, the loss of this element is not considered to be significant and it will also lessen the long term maintenance liability.

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

None

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

None

#### 10.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

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

Economic and Environmental Wellbeing.

### 11. **INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM 2013-14**

11.1 The Executive Director, Place submitted a report on the delivery of a programme of transport projects funded nationally, including the Local Transport Plan (LTP), Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) and setting out the current priorities for delivery prior to approval of the Council's budget.

11.2 **RESOLVED:** That the Committee:-

- (a) welcomes the additional transport funding that is being allocated in 2012/13 and 2013/14;

- (b) endorses the current 2012/13 and 2013/14 programmes for Local Sustainable Transport Funds and Better Buses Area Funds as approved by the Department for Transport;
- (c) notes the differing levels of flexibility available for the various funding streams;
- (d) approves the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year; and
- (e) instructs the Executive Director, Place to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

### 11.3 **Reasons for Decision**

- 11.3.1 Council Officers have worked with South Yorkshire partners, South Yorkshire Integrated Transport Authority Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

### 11.4 **Alternatives Considered and Rejected**

- 11.4.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal is based on the City Council working with South Yorkshire partners and Cabinet Lead Members on Transport, Highways and Environmental matters to ensure that the proposed LTP capital programme for 2013/14 meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP whilst maximising the opportunities presented through the "Streets Ahead" Programme.
- 11.4.2 For LSTF and Better Buses, alternative options are limited as the bids were based on delivering specific types of outputs and outcomes. However, within that scope, there is some flexibility to change the specific locations of interventions.

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

None

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

None

**11.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

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

Economic and Environmental Wellbeing.

**12. UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEME**

12.1 Further to the decision of this Committee at its meeting on 12th July 2012 to defer a decision on the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe, subject to further consideration of the history and background of the scheme, the Executive Director, Place submitted a report that included further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

12.2 **RESOLVED:** That the Committee:-

- (a) approves making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A of the report;
- (b) approves the implementation of those parts of the Order concerning double yellow lines, single yellow lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access;
- (c) does not approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time;
- (d) notes that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe;
- (e) requests the Head of Transport, Traffic and Parking Services to arrange a meeting with the resident now mentioned regarding the extent of the yellow lines on Upperthorpe and if they can be varied; and
- (f) requests that, arising from the information reported by the Head of Transport, Traffic and Parking Services, the request for road safety measures at the junction of Upperthorpe, Springvale Road and Commonsides, contained in the petition reported to the meeting of this Committee on 8 November 2012, is included in the Central Community Assembly's list of highway schemes to be considered when the Streets Ahead project is in the Assembly's area.

**12.3 Reasons for Decision**

12.3.1 To respond to local resident feedback through local Councillors by implementing those parts of the scheme that support local safety and assist bus services and disabled residents.

12.3.2 To approve making the Traffic Regulation Order for the whole scheme so that, if circumstances change (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part, subject to a further report to this Committee.

**12.4 Alternatives Considered and Rejected**

12.4.1 Alternative options considered were full implementation of the advertised scheme and the do nothing option.

**12.5 Any Interest Declared or Dispensation Granted**

None

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

None

**12.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place.

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

Economic and Environmental Wellbeing.