

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 14 March 2013 by the Cabinet Highways Committee.

Date notified to all members:

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

The decision can be implemented from

Item No

8. **PROPOSED PEDESTRIAN FACILITIES CROOKES ROAD/NILE STREET/FULWOOD ROAD/WHITHAM ROAD, BROOMHILL**

12.1 The Executive Director, Place submitted a report seeking approval to a design option for completion of detailed design and preparation for the construction for the Crookes Road/Nile Street/Fulwood Road/Whitham Road pedestrian facilities.

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

- (a) acknowledge the outcome of the 2011 consultation and the reasons for the delay in progress since then;
- (b) approves Option 2 (slip road) for the Crookes Road/Nile Street/Fulwood Road/Whitham Road junction; and
- (c) approves the preliminary design of the Option 2 scheme and completion of the detailed design and construction in conjunction with the Streets Ahead programme.

12.3 **Reasons for Decision**

12.3.1 The scheme consultation clearly indicated that local people wanted to see improved pedestrian facilities at the Crookes Road/Fulwood Road crossroads. However, people did not wish to see any existing turning movements banned, but did accept a degree of additional delay to traffic created by these improvements. Option 2 was also predicted to have the least impact on existing traffic flows. This was generally why Option 2 was preferred. This option was therefore (and still is) considered to provide the best compromise.

12.3.2 The consultation captured a number of views and thoughts on what should happen with the car park and shopping parade along Fulwood Road. Although not part of the pedestrian improvement scheme, these would be retained for future use.

12.4 **Alternatives Considered and Rejected**

12.4.1 Officers developed two other options at the initial design stage. These were as follows:-

- An all red pedestrian phase, providing new controlled crossings on all four arms of the junction. This would be the most effective method of providing improved pedestrian crossing facilities. All traffic would need to be stopped as part of an 'all red' phase in the traffic signals to allow pedestrians to cross. This would result in significant additional delays to traffic, with queues extending over a wide area and affecting the main highway network. Pedestrians wishing to cross more than one arm of the junction would also be subject to delays, as they would have to wait a full cycle of the traffic lights to be able to cross the next road. For these reasons, the Community Assembly did not wish to progress this option.
- A two-stage controlled pedestrian crossing on Crookes Road. This would involve a widened central pedestrian island, resulting in the Crookes Road approach being reduced to one lane. Pedestrians would cross in two stages. However, modelling suggested the delays to traffic would be significant and on balance this option was rejected.

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

9. **OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS (TROS) ASSOCIATED WITH SCHOOL KEEP CLEAR MARKINGS AND WAITING RESTRICTIONS OUTSIDE CARFIELD, MEERSBROOK BANK AND HUNTERS BAR SCHOOLS**

9.1 The Executive Director, Place submitted a report outlining objections received to proposed Traffic Regulation Orders (TROS) associated with school keep clear markings and waiting restrictions outside Carfield,

Meersbrook Bank and Hunters Bar Schools.

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

- (a) resolves that the TRO for Binfield Road be implemented with the amended times;
- (b) resolves that the TRO for Argyle Road be implemented with the amended times be made but not all bays be marked out and the proposal for extending the double yellow lines on Argyle Road be dropped;
- (c) resolves that the TRO at Cowlshaw Road be implemented as advertised;
- (d) requests that the objectors be informed accordingly; and
- (e) requests investigation of double yellow lines on a section of Argyle Close.

9.3 **Reasons for Decision**

- 9.3.1 A resident had made comment about the advertised time when School Keep Clear markings would operate outside Meersbrook School on Binfield Road. Reference was made to loss of parking for residents if the marking operated at all times. Officers therefore recommended that the times of the no parking restrictions be reduced to Monday to Friday 8.00am to 9.30am and 2.30pm to 4.00pm, so that outside those hours, parking would be available for residents.
- 9.3.2 Several residents of Argyle Road raised objections to the proposal to introduce limited waiting opposite their homes. A meeting was held with residents on site on 27 February. Following this and discussion with ward members officers proposed that the times be reduced to Monday to Friday between 8.30am and 9.30am and 2.45pm and 3.45pm with a maximum stay of 15 minutes, so that outside those times, parking would be available for residents. In addition, the length of the proposed limited waiting be reduced so that there was more unrestricted parking available for residents.
- 9.3.3 A resident at Cowlshaw Road objected to the introduction of waiting restrictions on Cowlshaw Road at Hunters Bar School, as it would cause acute parking problems. Cowlshaw Road currently formed part of the Sharrowvale Residents Parking Scheme and as such, was already subject to parking restrictions along most of its length. This current scheme aimed to introduce a TRO at an existing keep clear marking. It would also change existing markings at the junction with Kirkstall Road, where the combined keep clear and double yellow lines would be replaced with double yellow lines with a loading ban. Both of these proposals would make the markings more enforceable and help to reduce congestion and increase visibility at

the busy T junction.

- 9.3.4 Having considered the objections to the introduction of TROs at the three schools in the South Community Assembly area officers considered that the reasons set out in the report outweighed the objections but accepted that the hours of operation should be reduced for Meersbrook School and Carfield School.

9.4 **Alternatives Considered and Rejected**

- 9.4.1 In this circumstance, the proposed TRO was the best solution to congestion and parking problems which had existed for a number of years. Until the TRO was in place, the markings could not easily be enforced by Parking Services officers. No alternatives had therefore been considered.

9.5 **Any Interest Declared or Dispensation Granted**

None

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

None

1.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

10. OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN THE PARSON CROSS AND UPPERTHORPE AREAS

- 10.1 The Executive Director, Place submitted a report outlining objections received to the introduction of a 20mph speed limit in the Parson Cross and Uppertorpe areas and setting out the Council's response.

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

- (a) having considered the objections to the introduction of a 20mph speed limit in Parson Cross, west of Lindsay Avenue, resolves that the reasons set out in the report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984;
- (b) having considered the objections to the introduction of a 20mph speed limit in Uppertorpe, resolves that the reasons set out in the report for making the Speed Limit Order outweighed the objections

and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984;

- (c) requests that the objectors be informed accordingly; and
- (d) resolves that the proposed 20mph speed limit be introduced.

10.3 **Reasons for Decision**

10.3. 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.
1

10.3. The introduction of a 20mph speed limit in these areas forms part of the City's approved 20mph Speed Limit Strategy.
2

10.4 **Alternatives Considered and Rejected**

10.4. The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered.
1

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

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

Economic and Environmental Wellbeing

11. **OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS IN HIGH GREEN, NORTH OF WORTLEY ROAD**

11.1 The Executive Director, Place submitted a report outlining objections received to the introduction of a 20mph speed limit in the High Green area, north of Wortley Road and setting out the Council's response.

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

- (a) supports in principal the introduction of a 20mph scheme in the High Green Area as it was in line with Council policy; and
- (b) defers a decision on the scheme, to allow the advertising of an extension to the scheme to part of Wortley Road and top of Mortomley Lane, after which the wider scheme will be considered.

11.3 Reasons for Decision

- 11.3. 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.
1
- 11.3. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.
2
- 11.3. To investigate and advertise an extension to the scheme to part of Wortley Road and top of Mortomley Lane.
3

11.4 Alternatives Considered and Rejected

- 11.4. The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered.
1

11.5 Any Interest Declared or Dispensation Granted

None

1.6 Reason for Exemption if Public/Press Excluded During Consideration

None

1.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

1.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing