

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 12 September 2013 by the Highway Cabinet Member Decision Session.

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

5. RESPONSES TO A PROPOSED TRAFFIC REGULATION ORDER ASSOCIATED WITH THE FORMER CENTRAL COMMUNITY ASSEMBLY SMALL HIGHWAY SCHEMES

5.1 The Executive Director, Place submitted a report setting out the proposed response to objections received to the advertised Traffic Regulation Order (TRO) to introduce parking restrictions at three locations for small highway schemes being promoted by the former Central Community Assembly.

5.2 **RESOLVED:** That:-

- (a) the objections to the proposed traffic regulation for Chesterwood Drive, Broomhill, be upheld, in part and the revised proposals as shown in the plan included in appendix E-1, introduced;
- (b) consideration be given to extending the Broomhill Permit Parking Zone to include Chesterwood Drive;
- (c) discussions be held with Ashdell School in respect of implementing a Travel Plan to improve parking in the area;
- (d) the objections to the proposed traffic regulation for Orchard Road, Walkley be upheld, in part and the revised proposals as shown in the plan included in appendix E-2, introduced, subject to removing the proposal for the double yellow lines next to 90 Orchard Road;
- (e) the objections to the proposed traffic regulation for Fern Road/Welbeck Road, Walkley be upheld, in part and the revised proposals as shown in the plan included in appendix E-3, introduced on a stage by stage basis beginning with the double yellow lines on the corner of the junction of Fern Road/Welbeck Road, Walkley;
- (f) the Traffic Regulation Order, as amended, be made in accordance with the Road Traffic Regulation Act 1984; and

(g) all the respondents be informed accordingly.

5.3 Reasons for Decision

5.3.1 The Traffic Regulation Order for the schemes included in this report was considered necessary to introduce parking restrictions at each of the locations with a view to resolving problems which had been brought to the attention of the City Council.

5.3.2 Local Ward Councillors and officers had given due consideration to the views of all the respondents in an attempt to find acceptable solutions. The recommendations were considered to be a balanced attempt to address residents' concerns and aspirations.

5.3.3 It was agreed to remove the proposal for double yellow lines on the north east side of the road next to 90 Orchard Road as it was believed that this would lead to increased parking problems in the area and was not necessary.

5.3.4 It was agreed to introduce the double yellow lines on Fern Road/Welbeck Road, Walkley on a staged basis as it was felt that the impact of each stage should be assessed before deciding whether the next stage was necessary as a number of residents perceived the full restrictions unnecessary and would create additional parking and safety problems in the area. Consultation would take place with local Ward Councillors at each stage to decide if further restrictions should be implemented.

5.4 Alternatives Considered and Rejected

5.4.1 These schemes had been designed to meet local needs/priorities as identified by former Community Assembly members. The proposals put forward were considered to deliver the required outcomes to resolve the problems which had been brought to the attention of the former Assembly.

5.4.2 These schemes had since been amended, where necessary, to try to address the concerns raised by residents/businesses.

5.5 Any Interest Declared or Dispensation Granted

None

5.6 Reason for Exemption if Public/Press Excluded During Consideration

None

5.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

5.8 Relevant Scrutiny and Policy Development Committee If Decision

Called In

Economic and Environmental Wellbeing

6. MOSBOROUGH KEY BUS ROUTE: BIRLEY SPA LANE/SPRINGWATER AVENUE AND MANSFIELD ROAD

6.1 The Executive Director, Place submitted a report outlining the responses received to the advertisement of Traffic Regulation Orders for two proposed schemes on the Mosborough Key Bus Route at Mansfield Road and Birley Spa Lane.

6.2 **RESOLVED:** That:-

- (a) the Mansfield Road Bus Lane Traffic Regulation Order be made and the scheme be implemented. In response to the objection, the Double Yellow Lines on the western side of Newlands Road at its junction with Mansfield Road be reduced by 5m;
- (b) the Birley Spa Lane/Spring Water Avenue Traffic Regulation Order be made and the scheme be implemented, subject to the bus stop remaining at its current location;
- (c) the lead petitioner and the objector be informed accordingly; and
- (d) officers be requested to investigate work on an extra area of verge treatment to enable parking on the left hand side of the junction of Birley Spa Lane.

6.3 Reasons for Decision

6.3.1 Both proposed schemes were part of the Mosborough Key Bus Route – the 120 bus route – which was one of the best-used high frequency public transport services in the City. The key route contributed to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aimed to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations.

6.3.2 Having considered the objections in the TRO consultations, it was considered that the reasons set out in the report for making the Traffic Regulation Orders outweighed the unresolved objections.

6.3.3 It was considered unnecessary to move the bus stop as outlined in the proposals as keeping the bus stop in its current location would not prevent the introduction of the crossing points and a number of residents had objected to the move of the location of the bus stop.

6.4 Alternatives Considered and Rejected

6.4.1 There were no alternative options for the relocation of the Mansfield Road bus lane. The alternative options for the Birley Spa Lane/Spring Water Avenue bus stop were set out in paragraphs 4.8 to 4.13 of the report.

6.5 Any Interest Declared or Dispensation Granted

None

6.6 Reason for Exemption if Public/Press Excluded During Consideration

None

6.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

6.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

7. NORTHERN GENERAL HOSPITAL AREA - PROPOSED WAITING RESTRICTIONS

7.1 The Executive Director, Place submitted a report outlining the receipt of representations made by residents/businesses in response to the introduction of parking restrictions in streets adjacent to the Northern General Hospital as advertised in two Traffic Regulation Orders (TRO's). The report also set out the Council's response and recommendations.

7.2 RESOLVED: That:-

- (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) those who made representations be informed accordingly; and
- (c) the proposed parking restrictions be introduced.

7.3 Reasons for Decision

7.3.1 The introduction of localised parking restrictions in streets adjacent to the Northern General Hospital will help minimise the impact of long stay parking in the area, providing further opportunities to park for local residents and businesses.

7.3.2 Following the decision at the July 2010 meeting of the Cabinet Highways Committee not to progress permit type restrictions, after significant

objections were received, the scheme which has now been developed was considered important to be able to manage parking practices in the area.

7.3.3 Officers had worked with residents/businesses of the area through two TRO consultations in 2013 and an open day event held at the local community centre to develop the final scheme proposals.

7.3.4 Having considered the initial objections in the first TRO consultation and made adjustments in line with residents suggestions, it was considered that the reasons set out in the report for making the Traffic Regulation Order outweighed any unresolved objections.

7.4 **Alternatives Considered and Rejected**

7.4.1 Officers had adjusted the proposals in response to suggestions from residents and businesses. Alternatives had therefore been discussed and investigated through two consultations.

7.4.2 Many residents had indicated that they would support the introduction of a 'Permit Parking Scheme, however a decision was made at the July 2010 meeting of the Cabinet Highways Committee not to progress permit type restrictions after significant objections were received.

7.5 **Any Interest Declared or Dispensation Granted**

None

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

None

7.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing