

# SHEFFIELD CITY COUNCIL

## EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 14 November 2013 by the Highway Cabinet Member Decision Session.

Date notified to all members: Monday 18 November 2013

The end of the call-in period is 4:00 pm on Friday 22 November 2013

The decision can be implemented from Saturday 23 November 2013

### Item No

#### **5. MOSBOROUGH KEY BUS ROUTE: SIGNALISING THE JUNCTION OF BIRLEY MOOR ROAD AND OCCUPATION LANE**

5.1 The Executive Director, Place submitted a report seeking Cabinet Member approval to implement the scheme to signalise the junction of Birley Moor Road and Occupation Lane as part of the Mosborough Key Bus Route works.

5.2 **RESOLVED:** That the scheme be implemented in 2013/14 including the placement of traffic signs using the Department for Transport's Better Bus Area Fund Provision.

#### **5.3 Reasons for Decision**

5.3.1 The scheme is part of the Mosborough Key Bus Route – the 120 bus route – which is one of the best-used high frequency public transport services in the City. The Key Route contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport service for all; and improving public transport in order to increase its usage. It aims to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. At this location, it was felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

#### **5.4 Alternatives Considered and Rejected**

5.4.1 Two other options were considered. One was to signalise the existing junction, incorporating the existing pedestrian crossing, without any mitigation for main road traffic other than signal technology (MOVA). This was cheaper than the budget estimate for the preferred option. However, it exacerbated existing delays and causes additional queues all round. (Cost estimate £164k, excluding Commuted Sum).

5.4.2 The other option considered was to signalise the existing junction, incorporating the existing pedestrian crossing, and provide a near-side passing space (i.e widen

the carriageway) so that straight-ahead traffic inbound on Birley Moor Road could pass right-turning traffic. (Cost estimate £199k, excluding Commuted Sum). This option was only developed because the preferred option initially affected more SU equipment and was more costly. However, the preferred scheme cost has been reduced through amending the design but retaining the right-turn pocket.

5.4.3 The three options have been modelled by AMEY in respect of the impact on delay, queue length and reserve capacity at morning peak, evening peak and pedestrian crossing time (after school). It is considered that the preferred option is the best all-round option for signalising the junction, having the least impact on main road traffic.

5.4.4 The other alternative option would be to do nothing. However, it is felt that the significant benefits to bus journey times and reliability on this high frequency service make it worth doing and that there is adequate mitigation.

**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. BUS HOTSPOTS PROGRAMME: PROPOSALS FOR BOCKING LANE, RENEY ROAD AND RENEY AVENUE AT GREENHILL**

6.1 The Executive Director, Place submitted a report seeking approval to implement proposals as part of the Sheffield Bus Hotspots programme.

6.2 **RESOLVED:** That:-

- (a) unresolved objections to the Traffic Regulation Order be overruled and the revised scheme be implemented;
- (b) any remaining objectors and other respondents be written to to inform them of this decision;
- (c) the Head of Transport, Traffic and Parking Services be requested to liaise with the South Yorkshire Passenger Transport Executive (SYLTE) as to the possibility of reducing the number of bus stops on Bocking Lane; and

- (d) the Head of Transport, Traffic and Parking Services be requested to investigate the possibility of the creation of additional parking on Reaney Avenue, particularly whether the Council land opposite the church hall could be used for parking.

### **6.3 Reasons for Decision**

- 6.3.1 There is significant benefit to be gained from the scheme, which strikes a good balance between the various demands on the local highway from high frequency bus services and passengers; local traffic; parking demand and pedestrian accessibility. It fits with the aim of the Hotspots programme to make bus journeys quicker and more reliable through infrastructure and other improvements at key locations.

### **6.4 Alternatives Considered and Rejected**

- 6.4.1 Other options considered included (1) the originally advertised proposal of more waiting restrictions on Reney Avenue – which would have further improved traffic flow; and (2) not providing parking areas on Reney Road – which would have reduced scheme costs; as well as (3) the ‘do nothing’ alternative.

### **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. HILLSBOROUGH PERMIT PARKING REVIEW**

- 7.1 The Executive Director, Place submitted a report outlining representations received following the advertisement of a Traffic Regulation Order (TRO) proposing waiting restriction adjustments for streets inside and outside the Hillsborough Permit Parking Scheme. The report set out the Council’s responses and recommendations.

### **7.2 RESOLVED: That:-**

- (a) the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984 for the small scale changes inside and outside the scheme with the exception of Burrowlee Road;

- (b) the Head of Transport, Traffic and Parking Services be requested to investigate the introduction of limited waiting restrictions on Burrowlee Road in the first two parking bays adjacent to Penistone Road for half an hour or an hour with an exemption for permit holders through consultation with local residents and businesses;
- (c) any proposed extensions to the existing permit scheme not be progressed;
- (d) those who made representations be informed accordingly; and
- (e) the proposed parking restrictions be introduced.

### **7.3 Reasons for Decision**

- 7.3.1 The recommendations reflect the views of local people on changes inside and outside the Permit Parking Scheme, as requested by residents. They are an attempt to provide a suitable balance of parking restrictions in the Hillsborough area. The changes would conclude the review process.
- 7.3.2 Officers have worked with residents/businesses of the area through two consultations to develop the final scheme proposals.
- 7.3.3 Having considered the comments made through the review and TRO consultation and made adjustments in line with resident suggestions it was considered that the reasons set out in the report for making parts of the TRO outweigh any unresolved objections.

### **7.4 Alternatives Considered and Rejected**

- 7.4.1 Officers have considered the content of each individual comment received. Requests to alter the proposals have been investigated and where feasible adjustments have been made. In particular some sections of double yellow lines have been reduced so that a balance between road safety benefits and parking demands can be achieved.
- 7.4.2 From the survey data provided in February and March it is clear that some of the streets adjacent to the existing scheme still suffer from long stay parking problems with few spaces turning over to assist residents and local businesses. Based on these results and comments received during the review officers could have implemented an extension to the permit scheme. It has however always been the intention of the Council to implement a permit parking scheme in Hillsborough where a majority of residents responding to the consultation have been in favour of such measures. On that basis it is considered that implementing the measures would go against the wishes of many residents who expressed their opposition to the changes.

### **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