

SHEFFIELD CITY COUNCIL

Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 13 February 2014

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN ATTENDANCE: Councillor Chris Rosling-Josephs (Cabinet Adviser)
John Bann, Head of Transport, Traffic and Parking Services
Tony Lawery, Senior Transport Planner
Nat Porter, Highways Officer
James Haigh, Highways Technician

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

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 16 January 2014, were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 New Petitions

The Cabinet Member received and noted petitions (i) containing 14 signatures requesting traffic calming measures and a 20mph speed limit on Shenstone Road and (ii) containing 21 signatures requesting the widening of the road on Greystones Road.

Outstanding Petitions List

The Cabinet Member received and noted a report of The Executive Director, Place submitted a report setting out the position on outstanding petitions that were being investigated.

5. MOVE MORE PROJECT AND ACTIVE TRAVEL STRATEGY

5.1 The Executive Director, Place submitted a report setting out the background to the Move More programme, its aims and how the Transport, Traffic and Parking Services Division of the City Council can contribute to the objectives of the programme; and how it may help achieve corporate plan objectives and outcomes.

5.2 **RESOLVED:** That the Cabinet Member:-

- (a) supports the Move More programme as an initiative in its own right; and
- (b) requests that the Transport, Traffic and Parking Services Division utilises the potential of the Move More programme, its website and its management ideas to promote Sheffield City Council's own schemes and initiatives to achieve both Move More and Corporate Plan objectives.

5.3 **Reasons for Decision**

- 5.3.1 The projects complement each other, and aims and objectives are similar, they are both City-wide and all encompassing.
- 5.3.2 It will allow both parties to contribute to, link with and raise awareness of each other's projects. Opportunities that may otherwise be missed or other lost.
- 5.3.3 It will create an improved working relationship between Transport, health and academic professionals/teams.

5.4 **Alternatives Considered and Rejected**

- 5.4.1 In the fields of active travel, and network development any channel to promote should be welcomed. Not using Move More denies an opportunity to link leisure travel and activity with utility travel.
- 5.4.2 Using the inmotion! Website. This is LSTF funded, and is aimed at businesses in select corridors. Funding lasts until March 2015. It would only promote LSTF/LSTF related initiatives.
- 5.4.3 Using Travel South Yorkshire website. There is an opportunity to start to use this site as a portal for all travel. However, market research undertaken in 2012 suggested that users saw as public transport site only. The profile of other sustainable travel is limited, and there is no guarantee that this website would promote active travel to a greater extent in the future.

6. **WORDSWORTH AVENUE - ROAD SAFETY SCHEME**

- 6.1 The Executive Director, Place submitted a report describing the proposed changes to discourage inappropriate high speeds and so reduce the number and severity of accidents along two sections of Wordsworth Avenue. The report also set out officer's response to an objection to the scheme.
- 6.2 **RESOLVED:** That the Cabinet Member:-
 - (a) approves the scheme as described in the report; and
 - (b) requests that the objector is informed accordingly.

6.3 **Reasons for Decision**

6.3.1 Officers believe the reasons for the recommendations outweigh the objection received. The traffic calming and other works described in the report will contribute to an improvement in safety along Wordsworth Avenue.

6.4 **Alternatives Considered and Rejected**

6.4.1 The objection concerns the principle of using vertical traffic calming measures as a method of addressing accident rates. Such methods are only now introduced in areas with the worst accident records.

6.4.2 In the location in question more passive forms of traffic calming have already been tried but accidents have continued to occur. The recommended traffic calming is milder than has been used in some locations because this is a bus route.

7. **GLEADLESS KEY BUS ROUTES: OBJECTIONS TO TRAFFIC REGULATION ORDERS**

7.1 The Executive Director, Place submitted a report describing the measures to be introduced during 2014 along the Gleadless Key Bus Routes to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79 in the Gleadless area. It also set out officer's response to an objection to a Traffic Regulation Order for proposed parking restrictions at the junction of Raeburn Road and Leighton Road.

7.2 **RESOLVED:** That:-

- (a) the Traffic Regulation Orders described in the report be made in accordance with the Road Traffic Regulation Act 1984;
- (b) the Traffic Regulation Orders be introduced and other works described in the report; and
- (c) the objector be informed accordingly.

7.3 **Reasons for Decision**

7.3.1 The Traffic Regulation Orders and other works described in the report will contribute to an improvement in the accessibility and reliability of bus services in the Gleadless area.

7.4 **Alternatives Considered and Rejected**

7.4.1 Officers and the SYPTE have considered omitting the proposed parking restrictions from the junction of Raeburn Road and Leighton Road and relocating bus stop 22020 on to Raeburn Road but feel it would run contrary to objectives of the project for the reasons outlined in paragraphs 4.12 to 4.14 of the report.

8. **PERMIT PARKING SCHEME - UPPERTHORPE**

8.1 The Executive Director, Place submitted a report seeking a decision as to whether or not to implement in whole or part the Upperthorpe permit parking scheme as advertised in March 2012 and considered previously by the Cabinet Highways Committee in December 2012.

8.2 **RESOLVED:** That:-

(a) the proposals be implemented in Area C, on Dover Street, on Ellison Street and on Neverthorpe Street as advertised, with the following relaxations:

- No additional restrictions are to be implemented on Finlay Street; and
- All of the time-limited shared use bays on Fawcett Street are to have a four hour time limit, as opposed to the two hour limit advertised.

(b) the objectors and affected local residents be informed accordingly.

8.3 **Reasons for Decision**

8.3.1 Ward Councillors have canvassed local opinion, and based on this support the introduction of new permit parking restrictions in Area C, on Dover Street, on Ellison Street and on Netherthorpe Street only. Other existing restrictions in the area would remain as existing.

8.3.2 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.

8.3.3 Introduction of a permit parking scheme in the area contributes to the Council's policy of completing the peripheral parking zones around the City Centre, so as to improve access to local premises and to manage demand for car travel into and around the City Centre.

8.4 **Alternatives Considered and Rejected**

8.4.1 Officers have considered the degree of support for the proposals and the content of each comment received and considered modifications to the scheme design as required.

8.4.2 It is proposed that the scheme will be reviewed once it has been fully operational for a period of six months.