

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 20 March 2014 by the Highway Cabinet Member Decision Session.

Date notified to all members: Wednesday 2 April 2014

The end of the call-in period is 4:00 pm on Tuesday 8 April 2014

The decision can be implemented from Wednesday 9 April 2014

Item No

5. GREENHILL MAIN ROAD/GREENHILL AVENUE - PROPOSED INTRODUCTION OF TRAFFIC SIGNALS

5.1 The Executive Director, Place submitted a report outlining the outcome of two public consultation exercises relating to the proposed introduction of traffic signals at the junction of Greenhill Main Road and Greenhill Avenue and officers responses to the representations received and reporting the receipt of objections to a Traffic Regulation Order to prohibit the left turn into Greenhill Avenue from Greenhill Main Road.

5.2 **RESOLVED:** That the Cabinet Member for Business, Skills and Development:-

- (a) defers the implementation of a scheme to introduce traffic signals at the junction of Greenhill Main Road/Greenhill Avenue and associated works in the vicinity, as shown on drawing np. 1513BB2-SD-LT107-TRO-B in the report pending the outcome of further surveys and assessment of alternative works;
- (b) requests that further consultation be undertaken with local residents in respect of the further surveys and potential impact of the proposal for a no left turn from Greenhill Main Road into Greenhill Avenue; and
- (c) requests that the objectors be informed accordingly.

5.3 Reasons for Decision

5.3.3 The proposals were not progressed at this stage, subject to further traffic surveys and assessment of alternative works in the area, in response to residents' objections that traffic problems in the area would be made worse as a result.

5.4 Alternatives Considered and Rejected

5.4.1 To approve the scheme as recommended.

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. OBJECTIONS TO THE PROVISIONS OF TAXI RANKS AT ROCKINGHAM STREET, CARVER STREET AND BURGESS STREET

6.1 The Executive Director, Place submitted a report outlining objections to the introduction of three experimental taxi ranks in the City Centre and setting out the Council's response.

6.2 **RESOLVED:** That:-

- (a) the experimental Traffic Regulation Order be made permanent for the three taxi ranks in accordance with the Road Traffic Regulation Act 1984; and
- (b) the objectors be informed accordingly.

5.3 Reasons for Decision

5.3.1 The benefits of retaining these ranks outweigh the objections received, most of which had not been sustained.

5.3.2 The Rockingham Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was received.

The individual objectors were also contacted and two responded. Their views about the rank were the complete opposite of one another, with one saying the situation was worse than anticipated and couldn't sleep due to the noise from the taxis and the other stating that the noise, since the rank was introduced, was no worse than before.

6.3.3 The Carver Street Rank

The lead petitioner was contacted after the rank had been in place for several months and views sought as to the practical impact of the rank. No response was

received.

6.3.4 The Burgess Street Rank

A few months after the rank was put in place, the person who objected was contacted and views sought as to the practical impact of the rank. No response was received.

5.4 **Alternatives Considered and Rejected**

5.4.1 The locations of the ranks were agreed with taxi representatives, club owners and the Police.

5.4.2 No alternative options were considered. Past experience of placing ranks remote from venues has simply not worked. Most people simply walk towards their next destination and flag a taxi down on the way. The drivers waiting in the remote rank lose trade and the rank becomes little used. Picking customers up at the venue may also help to reduce anti-social behaviour and noise remote from the venue, as there are fewer people walking the streets looking for a cab.

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