

# SHEFFIELD CITY COUNCIL

## EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 9 October 2014 by the Highway Cabinet Member Decision Session.

Date notified to all members: Tuesday 14 October 2014

The end of the call-in period is 4:00 pm on Monday 20 October 2014

The decision can be implemented from Tuesday 21 October 2014

### Item No

#### **5. OBJECTIONS TO PROPOSED 7.5T WEIGHT RESTRICTION IN MAYFIELD VALLEY**

5.1 The Executive Director, Place submitted a report describing the measures to restrict Heavy Goods Vehicles Traffic from travelling through the area known as Mayfield Valley and setting out officer responses to two objections.

5.2 **RESOLVED:** That:-

- (a) having considered the responses and objections to the proposed Traffic Regulations Order, the reasons set out in the report for making the Traffic Regulation Order outweigh any unresolved objections;
- (b) the Traffic Regulation Order described in the report be made in accordance with the Road Traffic Regulation Act 1984;
- (c) the Traffic Regulation Order and associated sighting be introduced as and when funding from the LTP is made available; and
- (d) the objectors be informed of the decision.

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

5.3.1 The weight restriction will reduce average numbers of heavy vehicles in a predominantly rural area. Thereby improving road safety for residents and those that pursue recreational activity in the areas. It will also improve the environment and reduce the detrimental impact on highway infrastructure.

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

5.4.1 In Mayfield Valley a targeted approach was initially considered to look at strategic roads that could be restricted while having an overall desired reduction of through flow in HGV's. This was subsequently discounted as it would result in an extra restriction and warning signs that would have a substantial impact on the budgetary element of the scheme as a whole, would have a negative aesthetic

impact with a significant number of additional signs being needed, this consequently would also have an impact on future maintenance costs and ongoing electricity supply costs being both budgetary and environmentally negative.

**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 - BRIDGEHOUSES**

6.1 The Executive Director, Place submitted a report summarising the results of a consultation undertaken in August/September 2014 in respect of proposals to improve traffic management in the vicinity of Bridgehouses on the Inner Relief Road (IRR). The report also set out objections and other comments on the proposals and officer responses to them.

**6.2 RESOLVED:** That:-

- (a) having considered the objections and the officer view that the reasons set out in the report for making the TRO outweigh the objections, the TRO be made in accordance with the Road Traffic Regulation Act 1984, with the proposed loading bay to be re-located and without the revocation of no waiting/loading on Chatham Street (i.e. without additional parking provision);
- (b) the scheme be progressed to detailed design and subsequent implementation;
- (c) a TRO be advertised for the removal of parking on Pitsmoor Road to the north of Swinton Street to improve its two-way operation; the removal of the left-turn from Chatham Street to Pitsmoor Road; and altering some of the advisory cycle lanes to mandatory, as appropriate;
- (d) progress feasibility work into a two-way cycle route along Chatham Street
- (e) the respondents be informed accordingly.

**6.3 Reasons for Decision**

6.3.1 The scheme is part of the “bus hotspots” element of the Better Buses programme, linked to the Sheffield Bus Partnership of which the Council is a member. It contributes to the City Council’s objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport in order to increase its usage. It aims to make bus journeys quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment to other users.

6.3.2 All objectors and respondents have been written to providing feedback on the issues they raised. There is one outstanding objection. All respondents have been informed of the report and been invited to the meeting.

**6.4 Alternatives Considered and Rejected**

6.4.1 The proposal has developed iteratively, altering as the design progressed following comments from the Road Safety Auditor, the Cycle Auditor and respondents to the consultation. This has led to the development of the final proposed scheme.

6.4.2 The alternative option would be the ‘do nothing’ option. This would not achieve benefits for bus users or general traffic.

**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