

Cabinet Highways Committee

Thursday 8 October 2015 at 2.00 pm

**To be held at the Town Hall, Pinstone
Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillors Terry Fox (Chair), Leigh Bramall, Isobel Bowler and Ben Curran

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings and recording is allowed under the direction of the Chair. Please see the website or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**CABINET HIGHWAYS COMMITTEE AGENDA
8 OCTOBER 2015**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 10)
To approve the minutes of the meeting of the Committee held on 28 July 2015
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Streets Ahead - Winter Maintenance Review** (Pages 11 - 24)
Report of the Executive Director, Place
- 9. North Sheffield Better Buses - St Michael's Road** (Pages 25 - 36)
Report of the Executive Director, Place
- 10. North Sheffield Better Buses - Hucklow Road** (Pages 37 - 46)
Report of the Executive Director, Place
- 11. Petition - Request for Further Consultation with Respect to a Proposed Pay and Display Parking Scheme on Ecclesall Road at Banner Cross** (Pages 47 - 56)
Report of the Executive Director, Place

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in

land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or

- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at -<http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests>

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email lynne.bird@sheffield.gov.uk

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Cabinet Highways Committee

Meeting held 28 July 2015

PRESENT: Councillors Terry Fox (Chair), Leigh Bramall and Isobel Bowler

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1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Ben Curran.

2. EXCLUSION OF PUBLIC AND PRESS

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

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETINGS

4.1 The minutes of the meetings of the Committee held on 29 August 2014 and 20 May 2015 were approved as correct records.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 There were no public questions or petitions received.

6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE

6.1. There were no items called in for Scrutiny or referred to the Cabinet Highways Committee.

7. UNIVERSITY OF SHEFFIELD CAMPUS MASTERPLAN - RESULT OF CONSULTATION

7.1 The Executive Director, Place submitted a report describing the proposals, the traffic orders advertised, together with the responses received to the consultation in relation to the University of Sheffield Campus Masterplan. The report sought approval to the project and the promoted Traffic Orders.

7.2 Cabinet, in confirming its in principle support for the University of Sheffield Campus Phase 1 Scheme at its meeting held on 18 March 2015, had delegated authority to the Cabinet Highways Committee to consider the results of the public consultation exercise, and having done so, if the Committee were of the view that the Scheme would be of benefit to the public and that it had been possible to overcome any valid objections, to confirm the Council's final approval for the Scheme to be implemented.

- 7.3 Nigel Cussen, representing the Pegasus Group on behalf of the Reserved Forces, attended the meeting to make representations to the Committee. He commented that he had objected to the original Traffic Regulation Order (TRO) due to the requirement for the ongoing use of the barracks for large Heavy Goods Vehicles (HGVs).
- 7.4 Following the consultation an amendment to the scheme had been proposed which Mr Cussen was happy with. However, Appendix D of the report did not reflect the amendment which Mr Cussen believed had been agreed as only one turning head was shown. The Barracks were keen to work closely with the University and the Council to achieve the ideal solution and he was confident that this had been agreed with the University.
- 7.5 In response Simon Botterill, Team Manager, Traffic Management, replied that the additional turning head had been omitted from Appendix D in error. He further commented that under the TRO the Council was proposing an amendment to allow HGVs through the proposed pedestrianised zone in certain hours. A one way system on Gell Street was also proposed. The proposal from the Barracks to set the gates back and move the wall was not on the highway so could not be approved by officers but was one that the Council would support.
- 7.6 Thomas Green, representing Sainsbury's, also attended the meeting to make representations to the Committee. He commented that the proposals would remove the opportunity for HGVs to deliver to the store and no alternative solution had been proposed. He was therefore seeking clarity on where delivery vehicles could unload at the store.
- 7.7 Simon Botterill responded that the store had planning permission to unload on Hounslow Road which was not planned to be pedestrianised. Other stores across the City unloaded on roads with similar gradients to Hounslow Road. He expressed regret that the Council had not had the opportunity to consult with Sainsbury's but a letter had been sent to the store informing them of the proposals and inviting comment. In response to a question from Members, Mr Botterill confirmed that, should the proposals be agreed, the Council would liaise with Sainsburys to find the best solution.
- 7.8 Steve Hambleton, representing Royal Society for the Blind, commented that he had concerns over the proposal to make Mappin Street one way. At present if their members came off West Street they would be able to be dropped off outside the Society's building and the proposals would mean that this would not be possible.
- 7.9 Members of the Society tended to be elderly and blind and as a result needed to be dropped off close to the building. Mr Hambleton believed that a solution had been found to extend the drop off on Pitt Street and was seeking clarification on loading and unloading parking solutions.
- 7.10 Simon Botterill confirmed that he would visit the Society prior to advertising the TRO to ensure that they were happy with the proposals. The proposal was to

extend the lay-by and create a lay-by for loading and unloading on Pitt Street. The remainder would be double yellow lines and blue badge holders would be entitled to park there.

- 7.11 Steve Hambleton sought further clarification in relation to traffic movements between Pitt Street and Charlotte Lane as there was confusion over whether Charlotte Lane was one way. Although it was confirmed by Simon Botterill that it was not one way, Mr Hambleton reported that there were no entry signs at the top of Charlotte Lane. Mr Botterill agreed to investigate this.
- 7.12 Responding to further questions from Mr Hambleton regarding problems with delivery vehicles from the Cavendish Public House reversing down Broad Street, Mr Botterill confirmed that he would investigate this following the meeting.
- 7.13 John Petty attended the meeting to make representations to the Committee on behalf of Sheffield Children's Hospital. He commented that the Hospital was broadly supportive of the changes and he understood the long term ambition was to make Clarkson Street one way. His only remaining concern was in relation to the multi storey car park which the University had agreed could be used by the Hospital. When people came out of Carlton Street they were faced with two crossings. He wanted assistance to marshall people across so they did not take short cuts and end up at the entrance to the car park.
- 7.14 Simon Botterill commented that this was a difficult problem to solve as it was outside the scope of the Masterplan. The multi storey car park had planning permission but there was no condition to require a crossing to be built on Clarkson Street.
- 7.15 Members agreed that this was an issue outside of the TRO. They queried whether a sign could be erected to encourage people to cross at the crossings. It was agreed that officers would discuss the most appropriate solution with the Hospital.
- 7.16 Simon Botterill then outlined the proposals in more detail. He reported that the University was expanding and changes were needed to accommodate this and any future expansion. There was a need to improve crossings in the area. No tram stops would be changed should the proposals be agreed.
- 7.17 Part of Leavygreave Road was to be made one way to provide access to Gell Street and Victoria Way. As the area was on a high frequency bus route, officers had looked at the possibility of directing buses down Mappin Street. Bus operators had complained that this wasn't logical and officers had agreed with that. The new proposal was for buses to turn right onto Clarkson Street. This change had been modelled and it was believed that these changes could be accommodated without any serious impact on traffic flow in the area.
- 7.18 A comprehensive consultation had been undertaken on the proposals. 35 responses had been received, 29 of which were objecting either fully or in part. The objection from Killi's store had been resolved by leaving a section of Victoria Road two way and this objection had been withdrawn. The City Centre Residents Action Group had submitted 4 objections much of which were not to do with the

University Masterplan. Mr Botterill believed their concerns related to a potential increase in traffic. A volume and speed test would be undertaken in the area and again once the scheme had been completed. If there was found to be a big increase officers would look into the possibility of a 20mph scheme or traffic calming measures.

- 7.19 There had been an objection to closing the slip road on Glossop Road. The alternative route was not longer but it was accepted that it was more congested. However, it was believed that on balance the gains for bus journey times, which officers believed would result, made it worth doing. However, officers wanted to see how the new system worked before closing the road off.
- 7.20 The Fire Service had submitted an objection to the provision of coach parking on Favell Road as they believed this would prevent the free passage for fire appliances. Officers would liaise with the Fire Service in respect of this. The Police had raised a number of concerns related to safety and their ability to enforce conditions. Road safety audits would be undertaken and if these were signed off it was hoped that this would satisfy the Police. It was hoped that the restrictions would be made as self-enforcing as possible.
- 7.21 The Passenger Transport Executive (PTE) was largely happy with the proposals apart from one crossing on Upper Hanover Street. Supertram had since carried out their own assessment of the crossing layout and were now comfortable with the proposal, subject to satisfactory details being submitted for their approval.
- 7.22 Councillor Isobel Bowler commented that she supported the closing of the slip road on Glossop Road and asked if, as part of the scheme, officers would be looking at the operation of the traffic signals there? Simon Botterill responded that the operation of these lights had been changed recently and this would improve the traffic flow. As long as the signals were carefully managed the impact of the closing of the slip road would be fairly neutral.
- 7.23 Councillor Leigh Bramall thanked all those involved in the scheme. He believed it was a difficult exercise to make changes of this nature. He was concerned that Radio Sheffield had focused on potential issues the changes would create rather than the opportunities it would create to make a world class university campus. Moving forward with this scheme was a positive move for the City.
- 7.24 In welcoming the scheme, the Chair (Councillor Terry Fox), noted the issues raised by the Barracks, Sainsbury's and the Children's Hospital and requested that officers work with them to identify the best solutions to any potential issues raised.
- 7.25 **RESOLVED:** That Cabinet Highways Committee:-
- (a) notes the comments and objections to the proposals and advertised Traffic Regulation Orders (TROs)
 - (b) confirms that the scheme (as amended) will be of benefit to the public;

- (c) approves the amended scheme for design and implementation, subject to further officer approval of details;
- (d) approves the TRO's, as amended by the proposals shown in Appendix D of the report, in accordance with the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;
- (e) approves the promotion of a new Traffic Order to facilitate delivery of the amended proposals;
- (f) thanks all those who responded to the consultation, and requests officers to inform them of the decisions; and
- (g) instructs officers to work with the local community to resolve their issues.

7.26 **Reasons for Decision**

- 7.26.1 These changes are proposed to improve the public realm and enhance the environment. In addition to this, the proposals will also enable the area to become safer for the increased number of students as a result of the New Engineering Building known as the Diamond Building.
- 7.26.2 The proposals will also improve existing pedestrian facilities along Western Bank, by relocating one pedestrian crossing point and providing a new crossing point, and on Upper Hanover Street by relocating and improving crossing points. In addition to the above, a number of roads in the area of the campus are proposed to be restricted to vehicular traffic either permanently or with only access for part of the day or with one way movement only. The closure of Leavygreave Road East, in particular, to vehicular traffic will result in the diversion of two bus services (52/95).

7.27 **Alternatives Considered and Rejected**

- 7.27.1 The current volume of pedestrians crossing both Upper Hanover Street and Western Bank indicates that it is highly desirable that changes have to be made. Doing nothing is not considered an option.
- 7.27.2 The rerouting of buses to Clarkson Street is considered necessary by the bus operators. Rerouting all services permanently to Mappin Street was considered, but the geometry is not appropriate for high frequency bus services and this moves stops further from the heart of the campus.

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Cabinet Highways Report

Report of: Simon Green – Executive Director, Place

Report to: Cabinet Highways Committee

Date: 8 October 2015

Subject: Streets Ahead - Winter Service Review

Author of Report: Steve Robinson – 0114 273 5553

Key Decision: YES

Reason Key Decision: Expenditure/savings over £500,000
-and-
Affects 2 or more wards

Summary:

This report seeks approval to implement the recommendations set out in section 14 following a review of the Council's winter maintenance service 2014/15. The review assessed the outcome of the decision by the Cabinet Highways Committee on 29 August 2014 to approve changes to the winter maintenance service.

The report also details the options considered by councillors and officers prior to reinstating previously removed Priority 2 precautionary gritting routes in December 2014 during a period of adverse weather in response to a small number of reported driving incidents in parts of the city.

Reasons for Recommendations:

The safety of residents within the city is of great importance to the Council. Reports in December 2014 showed that the public were either not aware of the changes to the gritting network, or not driving in accordance with the prevailing conditions on those roads which were previously gritted. Whilst the Council understands that there remains a risk of accidents on those roads that have been gritted, there is an increased risk on roads which have not received any gritting treatment.

The recommendations proposed meet the expectations of stakeholders for an extensive city wide winter maintenance service.

Recommendations:

That the relocation of 158 grit bins from reinstated Priority 2 precautionary gritting routes to ungritted routes in accordance with the grit bin criteria is implemented.

Further snow shovels are made available to the public upon request. The public shall be informed of the collection process through the winter maintenance service information portal on the Council's website.

The Priority 2 precautionary gritting routes reinstated in December 2014 continue to form part of the winter maintenance precautionary gritting service with any additional requests for precautionary gritting assessed against the precautionary gritting route criteria approved by Cabinet Highways Committee on 29 August 2014.

That the financial implications are noted and the expenditure is approved.

Background Papers: Cabinet Highways Committee: 29 August 2014 and minutes of Economic and Environmental Wellbeing Scrutiny Committee held 30 September 2015

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Paul Schofield
Legal Implications
NO Cleared by: Sarah Bennett
Equality of Opportunity Implications
NO Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO Cleared by:
Human Rights Implications
NO
Environmental and Sustainability implications
NO
Economic Impact
NO
Community Safety Implications
NO
Human Resources Implications
NO
Property Implications
NO
Area(s) Affected
Majority of the city
Relevant Cabinet Portfolio Lead
Terry Fox
Relevant Scrutiny Committee
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press Release
YES

REPORT OF EXECUTIVE DIRECTOR, PLACE

CABINET HIGHWAYS COMMITTEE: 8 OCTOBER 2015

STREETS AHEAD WINTER MAINTENANCE REVIEW

1.0 SUMMARY

- 1.1 This report seeks approval to implement the recommendations set out in section 14 following a review of the Council's winter maintenance service 2014/15. The review assessed the outcome of the decision by the Cabinet Highways Committee on 29 August 2014 to approve changes to the winter maintenance service.
- 1.2 The report also details the options considered by councillors and officers prior to reinstating previously removed Priority 2 precautionary gritting routes in December 2014 during a period of adverse weather in response to a small number of reported driving incidents in parts of the city.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The prime concern for the people of Sheffield should be to ensure their own safety in adverse weather. The reinstatement of previously removed Priority 2 precautionary gritting routes and the inclusion of additional routes identified following the public consultation exercise should help to reduce the risk of accidents such as those which occurred in December 2014.
- 2.2 Drivers are advised to read the winter maintenance bulletins on the Council's website and attend winter weather safety events in order to familiarise themselves with the extent of the winter maintenance service and plan their routes carefully, driving in accordance with the prevailing conditions.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 Although the percentage of road length precautionary gritted in Sheffield is the highest in the UK and the number of grit bins is 5 times more than in Manchester and Nottingham combined. It is stakeholders express wish that this level of service is maintained therefore it is proposed that the budget associated with this service be retained at its current level.
- 3.2 It is also proposed that the winter maintenance service continues to be reviewed annually with any future changes to the service for example; requests for additional routes being subject to the proposed routes meeting the precautionary gritting route criteria or grit bin criteria as approved by Cabinet Highways Committee on 29 August 2014.

4.0 BACKGROUND

- 4.1 Following a public consultation exercise, and the subsequent analysis of the comments received as part of this process, the Cabinet Highways Committee on 29 August 2014 approved a set of criteria which introduced an objective methodology for the Council to assess the eligibility of roads to be included in the Priority 2 precautionary gritting network. The intention was that the criteria would also be used in the future to assess whether roads should be added in or removed from the gritting network to take account of changes to the City's Highway Network and the way it is used.
- 4.2 These criteria when applied to the City's existing Highway network resulted in a number of roads being removed from the former Priority 2 Precautionary gritting network but also some additional roads being included for the 2014/15 winter maintenance season. Overall, the application of the criteria resulted in the removal of 144.3km, and the inclusion of 17.6km of roads not previously gritted but identified as fulfilling the criteria. This meant a net reduction of 126.7km from the Priority 2 Network, which would realise a contract saving of approximately £2.3m over the life of the Streets Ahead contract to contribute to the Council's budget pressures.
- 4.3 As a means of driver education, a number of public sessions were held in high profile locations. In addition, the Council's highways team developed and published an interactive searchable map of all gritting routes to enable residents to make informed decisions about their travel plans.
- 4.4 As a result of the changes to gritting routes, a number of grit bins were relocated to the routes removed from the precautionary gritting service to enable residents to grit their access and egress out of these routes in adverse weather.
- 4.5 During December 2014 it became clear from reports that the public were either not aware of the changes to the gritting network, or not driving in accordance with the prevailing conditions on those roads that were previously gritted. Members and officers were also in receipt of many complaints about the removal of the precautionary gritting service where roads did not meet the published criteria developed as a result of the public consultation process earlier in the year.
- 4.6 Media coverage of a gritting vehicle overturning on icy conditions led to a review of the removal of some Priority 2 precautionary gritting by members and officers with the decision being taken to grit the roads. A decision now needs to be taken regarding the long term approach given the issues experienced in December.

- 4.7 Note, all of the options below assumed that the roads not previously gritted but now added to the precautionary route network by meeting the published criteria would remain in place.
- 4.8 Reinstating some or all of the routes will result in the full budget saving not being achieved. Furthermore, doing this part way through the season was not a cost effective way of procuring the additional resources required.

5.0 WINTER SERVICE REVIEW

On an annual basis, at the end of each winter maintenance period, the Council and its highway maintenance service provider undertake a performance review of the winter maintenance service..

Further to the 2014/15 winter maintenance period and in view of the service changes approved by the Cabinet Highways Committee in August 2014, the following aspects of the winter maintenance service were specifically reviewed in detail with the associated recommendations set out below.

5.1 Grit Bins

Following the reinstatement of all of the Priority 2 precautionary gritting routes in December 2014 and the inclusion of additional Priority 2 routes late in 2014, it is proposed to remove the previously relocated 158 grit bins from the reinstated routes and re-locate them to areas of the city which do not form part of the precautionary gritting network and meet the approved grit bin criteria (ref: Appendix A).

The relocation of these grit bins will incur a cost of approximately £10k to be funded by the Highway Maintenance Division. Any future requests for additional grit bins will be assessed against the grit bin criteria and a decision made accordingly.

5.2 Community Snow Wardens

In order to respond to requests from members of the public for the Council to continue to provide snow warden equipment, it is recommended that a supply of snow shovels will be made available. The Council will publish details of how the public can collect a snow shovel as part of the winter maintenance information portal on its website.

The Council is also seeking ways to mobilise the community and volunteers to support the main winter service by clearing snow from pavements and helping vulnerable neighbours but that is not part of this report.

5.3 Priority 2 Precautionary Gritting Routes

The reinstatement of all of the previously removed Priority 2 precautionary gritting routes in December 2014 along with the decision to incorporate some additional routes was determined through an assessment of various options. Each of these options is set out in

section 6.0 of this report.

It is recommended that the reinstated routes continue to be precautionary gritted as part of the winter maintenance service. However, any requests received in the future for the inclusion of additional routes will be assessed against the precautionary gritting route criteria approved by Cabinet Highways Committee in August 2014 and a decision made accordingly.

Note that during the winter of 2014/15 and after gritting routes were revised the Council received no requests to add any further routes.

6.0 ALTERNATIVE OPTIONS CONSIDERED - PRIORITY 2 GRITTING ROUTES

6.1 Option 1 – Do Nothing

6.1.1 In order to preserve:

- the integrity and application of the eligibility criteria approved by the Cabinet Highways Committee;
- minimise the potential for insurance risk transfer relating to third party claims; and
- ensure the Council has control over the number and extent of winter maintenance routes across the city thereby controlling costs;

6.1.2 The Council could do nothing in response to the complaints regarding previously gritted roads which had now been removed from the gritting network.

6.1.3 The main risks associated with this option include; potentially increasing the number of driving incidents occurring during adverse weather and rising stakeholder pressure on councillors and the Streets Ahead client team to reinstate Priority 2 routes in particular, those in rural areas of the city.

6.2 Option 2 – Do Minimum - Erect Warning Signs

6.2.1 In order to alert motorists to routes where precautionary gritting is no longer being undertaken, signs indicating that the road is no longer gritted or 'Ice Warning' signs could be erected. This would cater for commuters travelling into Sheffield who are not aware of the public consultation event and/or the decision made by the Cabinet Highway Committee to reduce Priority 2 routes.

6.2.2 This option is unlikely to reduce the number of stakeholder complaints however, it should result in motorists driving more cautiously on ungritted routes or choosing alternative routes which are part of the Precautionary Gritting Network, mitigating the risk of incidents on the highway.

6.3 Option 3 – Partial reinstatement of Priority 2 roads where driving incidents have been reported

- 6.3.1 There is no logic for limiting the reinstatement of roads to those where incidents have been reported. The incidents in December 2014 occurred on roads which were previously gritted in differing areas of the city. Driving incidents could occur in any part of the city during adverse weather which in the future, could result in the Council subsequently reinstating Priority 2 roads incrementally following each adverse weather event.
- 6.3.2 If the decision to use the criteria for determining eligibility for the winter maintenance service is to be revoked then there is no basis for only partial reinstatement of the Priority 2 roads.
- 6.3.3 A further consideration is that partial reinstatement of Priority 2 roads could also result in an increased number of complaints on the grounds of inequality from stakeholders whose roads have not been reinstated

6.4 Option 4 - Reinstatement of those Priority 2 roads 200m or more above sea level

- 6.4.1 This option essentially reinstates all Priority 2 routes in rural areas in the West of the city previously precautionary gritted by farmers. The majority of reported driving incidents occurred in this area of the city in particular, Midhopestones, Bradfield and Fulwood.
- 6.4.2 This would result in very lightly trafficked rural roads being gritted frequently with no significant benefit to the City as only around 0.45% of Sheffield's overall population live within areas affected.

6.5 Option 5 – Reinstatement limited to Mortimer Road

- 6.5.1 A number of driving incidents were reported as occurring on Mortimer Road in Midhopestones in the West of the city. This option proposes to only reinstate this road as into the Priority 2 Network.
- 6.5.2 The dis-benefits of this option are that it does not address the concerns of stakeholders in Bradfield and Fulwood and could potentially lead to inequality complaints.

6.6 Option 6 – Reinstatement all of the Priority 2 routes

- 6.6.1 This option would satisfy stakeholders across the city whilst also being the most costly including not enabling any savings to be made from the service.
- 6.6.2 Given the requirement to retain routes identified for addition as part of the public consultation exercise, the resulting gritting network would exceed that previously gritted, meaning an increase in costs as opposed to a

cost saving

- 6.6.3 Sheffield would have the largest precautionary gritting network percentage of any UK Local Authority.
- 6.6.4 The benefits of this option are associated with mitigating the occurrence of driving incidents in the city during adverse weather and meeting stakeholder expectations in relation to delivering the extensive winter maintenance service as experienced previously by Sheffield residents and visitors to the city prior to the 2014/15 winter maintenance period.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The reinstatement of the Priority 2 precautionary gritting routes and the inclusion of additional routes resulted in a one-off cost of £100,000. The cost includes inter alia, two route optimisation exercises; short term leasing of additional gritting vehicles; and additional driver route familiarisation training.
- 7.2 The 2014/15 Budget included a proposal to reduce winter gritting routes which would save £100k per annum as a contribution to the Council meeting its budgetary targets. The inclusion of additional Priority 2 precautionary gritting routes will incur an additional cost of £17,435 per annum (indexed). The change in policy will create a pressure in the Highways Budget for which the service has yet to identify mitigation and this is creating a pressure going forward in future years.
- 7.3 The relocation of 158 grit bins will incur a one-off cost of approximately £10k. The maintenance and refilling of these existing grit bins is already accounted for as part of the Streets Ahead contract.
- 7.4 The purchase of 100 snow shovels for the general public to utilise will cost c. £1,000 per annum.

8.0 LEGAL IMPLICATIONS

- 8.1 Section 41 of the Highways Act 1980 states that:

(1) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty... to maintain the highway.

(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

- 8.2 There are no statutory defences available to a highway authority faced with a claim that the statutory duty imposed by Section 41(1A) has been breached. However, the duty under Section 41(1A) is not an absolute duty given the qualification of 'reasonable practicability'. In the event of a claim the highway authority must demonstrate that it acted within the

bounds of 'reasonable practicability'. Highway authorities will be expected to be guided by the Well Maintained Highways - Code of Practice for Highways Maintenance Management and implement a plan in accordance with best practice which is sufficient to address foreseeable risks.

8.3 The recommendations set out in section 14 of this report are consistent with the Highways Act 1980 obligations.

8.4 The changes detailed in this report can be achieved through existing contractual change mechanisms and do not amount to be a material change to the Streets Ahead contract.

9.0 EQUALITY IMPLICATIONS

9.1 S149 Equality Act 2010 ("The Public Sector Equality Duty" PSED) requires that:

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; .

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; .

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; .

(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

9.3 The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation.

9.4 The Equality Impact Assessment (EIA) carried out for the August 2014 report has been revisited and demonstrates that the reinstatement of the Priority 2 precautionary gritting routes impacts positively on protected characteristic groups. Additionally, the proposal to re-locate grit bins from Priority 2 precautionary gritted routes to ungritted routes and the provision of snow shovels for community volunteers will increase the number of accessible routes in the city during adverse weather events.

10.0 TACKLING HEALTH INEQUALITIES IMPLICATIONS

Cabinet Highways Committee should note that the EIAs prepared for the August 2014 report have been revisited to ensure that the recommendations in section 14 of this report do sufficiently address tackling health inequalities implications.

The application of road salt to the highway can have a detrimental effect on the environment through leaching into watercourses. Depending on the configuration of highway drainage and watercourses, there can be particular areas where concentrations of salt are higher. The greatest degree of mitigation is through correct decision making about when to grit and deciding on appropriate grit spread rates.

11.0 ECONOMIC IMPACT

In terms of the reinstatement of Priority 2 precautionary gritting routes and the relocation of grit bins having a detrimental impact on the economy of Sheffield, the additional precautionary gritting will ensure that there are more accessible routes into the city during periods of adverse weather.

12.0 COMMUNITY SAFETY IMPLICATIONS

This report recommends that the Priority 2 precautionary gritting routes are reinstated and that 158 grit bins are relocated to roads not on precautionary gritting routes which will increase community safety in times of adverse weather.

13.0 REASONS FOR RECOMMENDATIONS

13.1 The safety of residents within the city is of great importance to the Council. Reports in December 2014 showed that the public were either not aware of the changes to the gritting network, or not driving in accordance with the prevailing conditions on those roads which were previously gritted. Whilst the Council understands that there remains a risk of accidents on those roads that have been gritted, there is an increased risk on roads which have not received any gritting treatment.

13.2 The recommendations proposed meet the expectations of stakeholders for an extensive city wide winter maintenance service.

14.0 RECOMMENDATIONS

14.1 That the relocation of 158 grit bins from reinstated Priority 2 precautionary gritting routes to ungritted routes in accordance with the grit bin criteria is implemented.

14.2 Further snow shovels are made available to the public upon request. The public shall be informed of the collection process through the winter

maintenance service information portal on the Council's website.

- 14.3 The Priority 2 precautionary gritting routes reinstated in December 2014 continue to form part of the winter maintenance precautionary gritting service with any additional requests for precautionary gritting assessed against the precautionary gritting route criteria approved by Cabinet Highways Committee on 29 August 2014.
- 14.4 That the financial implications are noted and the expenditure is approved.

Author – Steve Robinson
Job Title – Head of Highway Maintenance
Date – 29 September 2015

APPENDIX A

The grit bin criteria approved by Cabinet Highways Committee in August 2014 requires all requests for grit bins to meet two of the criteria set out below.

- On a road that has a drainage problem
- On a road that has a steep gradient of 1 in 10 (10%)
- On a bad bend that has a radius of less than 50 metres
- On a junction
- On a road that has a main entrance to sheltered housing
- On a road that has a main entrance to a school
- In an isolated area
- Near traffic signals (within 20m)
- Near a roundabout (within 20m)

In addition, the requested location for a grit bin cannot be within 200 metres of an existing grit bin.

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SHEFFIELD CITY COUNCIL

Report to Cabinet Highways Committee

Report of: Executive Director, Place

Date: 08 October 2015

Subject: North Sheffield Better Buses – St Michael’s Road

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on St Michael’s Road, Ecclesfield. Buses are delayed along the length of the road due to parked cars, but particularly so at the southern end near to the junction with Cross Hill.

A scheme comprising road widening, parking bays, and new waiting restrictions was consulted upon in April 2015. 11 comments were received, following which a number of alterations were made to address respondents’ concerns. A revised scheme was sent to all respondents in July 2015, to which there are no formal objections and no longer any issues outstanding.

Reasons for Recommendations:

The revised scheme described in this report will contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of respondents to the original proposal.

The scheme is being designed in detail with funding available to allow the scheme to be built in 2015/16.

Recommendations:

Approve and implement the revised scheme as shown in Appendix B, subject to any required re-confirmation of costs after detailed design (including any commuted sums)

Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984

Inform the respondents accordingly.

Background Papers:

Appendix A – April 2015 Original Proposals

Appendix B – July 2015 Revised Proposals

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson
Legal Implications
Cleared by: Deborah Eaton
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
East Ecclesfield
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

NORTH SHEFFIELD BETTER BUSES – ST MICHAEL’S ROAD

RESULTS OF PUBLIC CONSULTATION AND RESPONSES TO A TRAFFIC REGULATION ORDER

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on St Michael’s Road, Ecclesfield. Buses are delayed along the length of the road due to parked cars, but particularly so at the southern end near to the junction with Cross Hill.

A scheme comprising road widening, parking bays, and new waiting restrictions was consulted upon in April 2015. 11 comments were received, following which a number of alterations were made to address respondents’ concerns. A revised scheme was sent to all respondents in July 2015, to which there are no formal objections and no longer any issues outstanding.

The scheme is therefore recommended for approval.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The introduction of waiting restrictions will help to reduce delays for buses and other vehicles, improving journey times and reliability. The parking needs of local people would remain addressed and the new uncontrolled crossing point will bring road safety benefits to pedestrians. All these benefits contribute to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

The proposals will contribute to improving journey times and reducing congestion leading to a reduction in vehicle emissions.

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTe) and local bus operators), has identified St Michael’s Road as a source of frequent delay on bus routes between Ecclesfield and the City Centre.

Buses are delayed due to on-street parking, and limited road width, along the majority of St Michael’s Road. Journey time data has shown that buses often take up to 4 minutes along St Michael’s Road, when it should be a lot quicker. Whilst these delays do include time waiting to turn right into Cross Hill, the scheme should nonetheless bring individual journey time savings of about 30 seconds along St

Michael's Road, and should also help to improve the reliability of bus services at all times, helping them to turn up on time. Other vehicles will also benefit from the reduced congestion.

Proposal and Consultation

Officers developed a scheme to address the delays, which comprises road widening, parking bays and waiting restrictions. The scheme can be viewed in Appendix A.

Consultation with affected residents took place in April 2014. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. A cycle audit was also completed.

11 comments we received from consultees, of which 3 were considered to be of support, and 3 to be objections, with 5 general comments. The objections were predominantly focused on:

- The loss of parking
- Potential for higher traffic speeds following implementation of the scheme
- Access to business premises
- The impact on pollution

Officers investigated all comments and a revised scheme was produced to address the various concerns. The revised scheme, which can be seen in Appendix B, included the following changes:

- The 'Ecclesfield' bound bus stop will not be relocated to the launderette, it will remain in its current position outside no. 44 St Michael's Road. Parking bays will be installed outside the launderette
- To help reduce speeds, a new pedestrian crossing point, and kerb build-out, will be provided at the junction with Cross Hill. The left turn will be tighter, helping to reduce speeds as vehicles enter St Michael's Road, whilst the improved island should make it better for people crossing the road
- Additionally, the parking bays on St Michael's Road are to be formally marked out, ensuring vehicles are parked wholly on the road. This will help to keep the 'usable' road width to about 6.0m, which should help keep vehicle speeds down
- Various minor changes to double yellow lines across residents' driveways

With regard to the air quality issues, Air Quality Monitoring officers were asked for their view. It was considered that as the proposed widening is unlikely to generate any additional local journeys, it is not considered that air quality will be made worse. Rather, the reduction in congestion at peak times should lead to an improvement in local air quality at busy times.

All respondents were provided with a copy of the revised scheme on 6 July 2015. The deadline for final comments, 27 July 2015, passed without any further objections and therefore there are no longer any issues outstanding.

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £224,000 which includes for design, construction, supervision, and contingency. It is to be funded from the Better Buses programme. This has been through the Great Places to Live Programme Board and Capital Programme Group.

The 25-year commuted sum for ongoing maintenance costs is estimated at additional £2,500. This indicative sum was calculated following an assessment of the preliminary design, and the actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using ‘credit’ from negative commuted sum calculations for other bus-related schemes.

Legal

Traffic Regulation Order: The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Individual Cabinet Member must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Individual Cabinet Member is so satisfied then it is acting lawfully and within its powers.

Highways Improvements: The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion is that the works are equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle-to-vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

ALTERNATIVE OPTIONS CONSIDERED

The alternative options, including an alternative design, have been discussed elsewhere in this report. Doing nothing would not address the issues that regularly occur at the location. The design as amended is, therefore, the preferred option.

REASONS FOR RECOMMENDATIONS

The revised scheme described in this report will contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of respondents to the original proposal.

The scheme is being designed in detailed with funding available to allow the scheme to be built in 2015/16.

RECOMMENDATIONS

- Approve and implement the revised scheme as shown in Appendix B, subject to any required re-confirmation of costs after detailed design (including any commuted sums)
- Make the Traffic Regulation Order relating to the revised waiting restrictions in accordance with the Road Traffic Regulation Act 1984
- Inform the respondents accordingly.

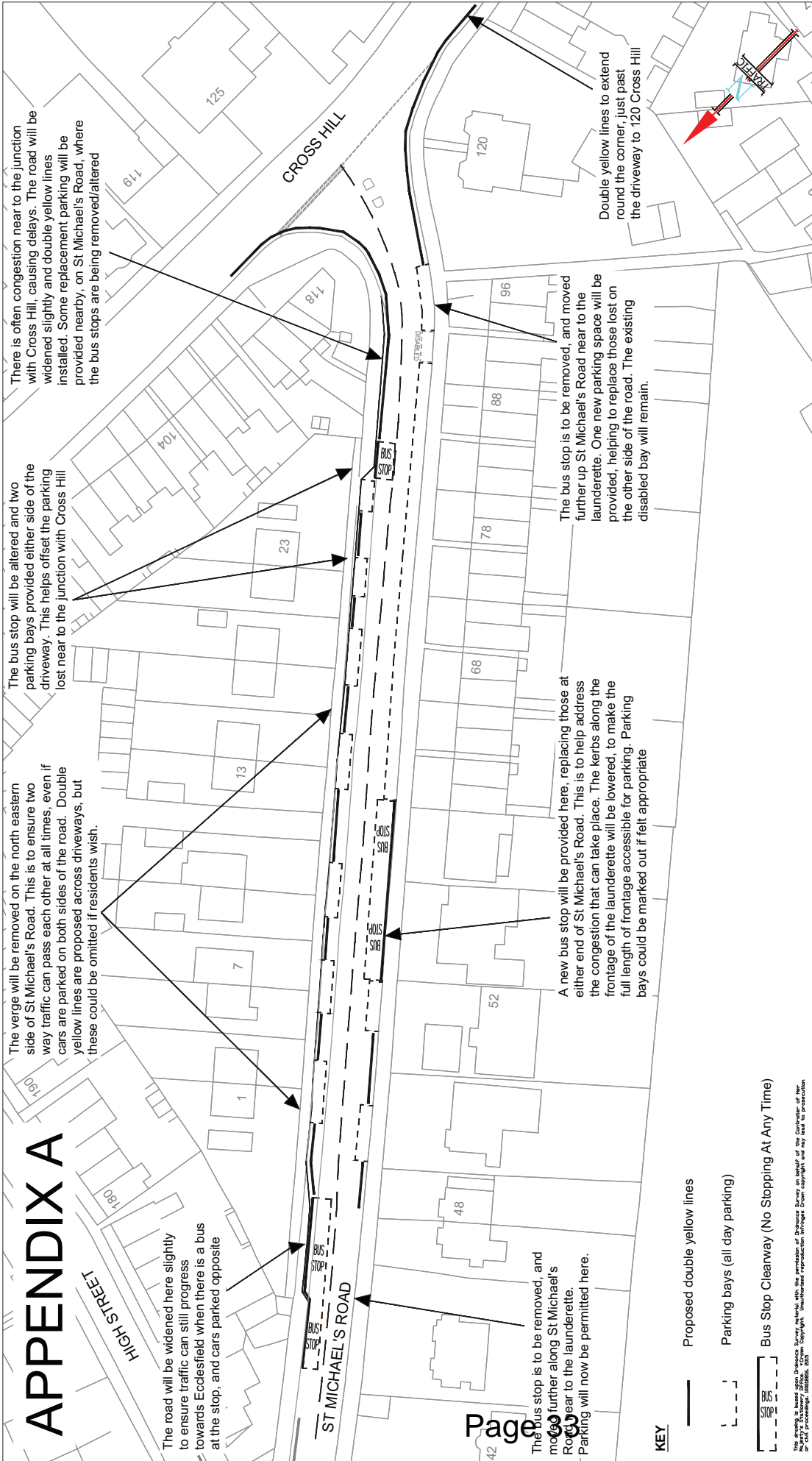
Simon Green

Executive Director, Place

08 October 2015

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APPENDIX A



The verge will be removed on the north eastern side of St Michael's Road. This is to ensure two way traffic can pass each other at all times, even if cars are parked on both sides of the road. Double yellow lines are proposed across driveways, but these could be omitted if residents wish.

The bus stop will be altered and two parking bays provided either side of the driveway. This helps offset the parking lost near to the junction with Cross Hill

There is often congestion near to the junction with Cross Hill, causing delays. The road will be widened slightly and double yellow lines installed. Some replacement parking will be provided nearby, on St Michael's Road, where the bus stops are being removed/altered

The road will be widened here slightly to ensure traffic can still progress towards Ecclesfield when there is a bus at the stop, and cars parked opposite

ST MICHAEL'S ROAD

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

BUS STOP

The bus stop is to be removed, and moved further along St Michael's Road near to the launderette. Parking will now be permitted here.

A new bus stop will be provided here, replacing those at either end of St Michael's Road. This is to help address the congestion that can take place. The kerbs along the frontage of the launderette will be lowered, to make the full length of frontage accessible for parking. Parking bays could be marked out if felt appropriate

The bus stop is to be removed, and moved further up St Michael's Road near to the launderette. One new parking space will be provided, helping to replace those lost on the other side of the road. The existing disabled bay will remain.

Double yellow lines to extend round the corner, just past the driveway to 120 Cross Hill

- KEY**
- Proposed double yellow lines
 - - - Parking bays (all day parking)
 - [] Bus Stop Clearway (No Stopping At Any Time)

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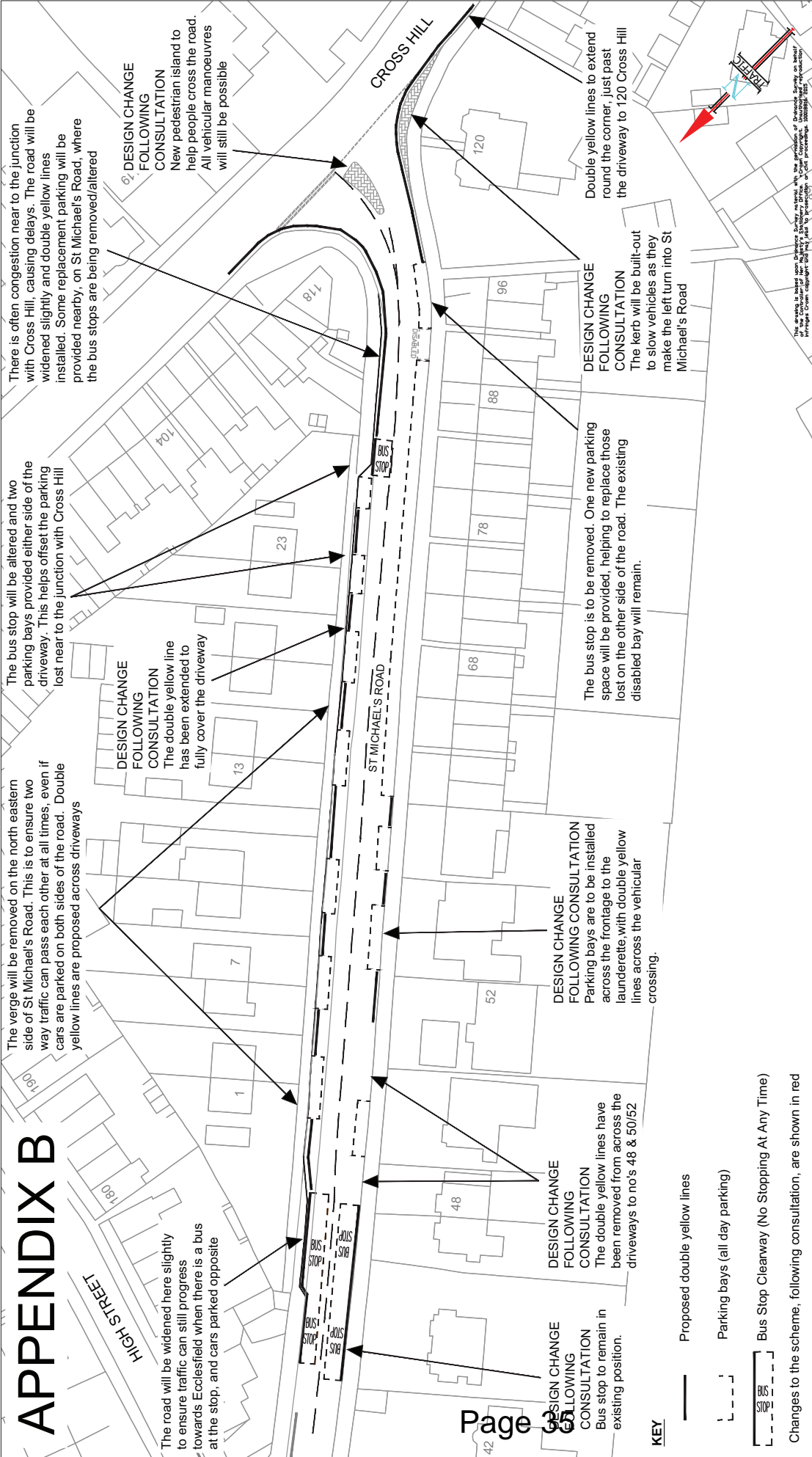
NORTH SHEFFIELD BETTER BUSES AREA 2

ST MICHAEL'S ROAD

APRIL 2015
SD-LT198-C1
NOT TO SCALE

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APPENDIX B



There is often congestion near to the junction with Cross Hill, causing delays. The road will be widened slightly and double yellow lines installed. Some replacement parking will be provided nearby, on St Michael's Road, where the bus stops are being removed/altered

DESIGN CHANGE FOLLOWING CONSULTATION
New pedestrian island to help people cross the road. All vehicular manoeuvres will still be possible

The bus stop will be altered and two parking bays provided either side of the driveway. This helps offset the parking lost near to the junction with Cross Hill

DESIGN CHANGE FOLLOWING CONSULTATION
The double yellow line has been extended to fully cover the driveway

The verge will be removed on the north eastern side of St Michael's Road. This is to ensure two way traffic can pass each other at all times, even if cars are parked on both sides of the road. Double yellow lines are proposed across driveways

DESIGN CHANGE FOLLOWING CONSULTATION
The double yellow line has been extended to fully cover the driveway

DESIGN CHANGE FOLLOWING CONSULTATION
Parking bays are to be installed across the frontage to the laundrette, with double yellow lines across the vehicular crossing.

The bus stop is to be removed. One new parking space will be provided, helping to replace those lost on the other side of the road. The existing disabled bay will remain.

DESIGN CHANGE FOLLOWING CONSULTATION
The kerb will be built-out to slow vehicles as they make the left turn into St Michael's Road

Double yellow lines to extend round the corner, just past the driveway to 120 Cross Hill

The road will be widened here slightly to ensure traffic can still progress towards Ecclesfield when there is a bus at the stop, and cars parked opposite

DESIGN CHANGE FOLLOWING CONSULTATION
The double yellow lines have been removed from across the driveways to no's 48 & 50/52

DESIGN CHANGE FOLLOWING CONSULTATION
Bus stop to remain in existing position.

- KEY**
- Proposed double yellow lines
 - - - Parking bays (all day parking)
 - ⊠ Bus Stop Clearway (No Stopping At Any Time)

Changes to the scheme, following consultation, are shown in red

The drawing is based upon Ordnance Survey aerial photography and is not intended to be used for any other purpose. It is not a legal document. It is the responsibility of the user to ensure that the information is up to date and correct. It is not intended to be used for any other purpose. It is not a legal document. It is the responsibility of the user to ensure that the information is up to date and correct.

NORTH SHEFFIELD BETTER BUSES AREA 2

ST MICHAEL'S ROAD Revised Scheme

JULY 2015
SD-LT198-C2
NOT TO SCALE

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SHEFFIELD CITY COUNCIL

Report to Cabinet Highways Committee

Report of: Executive Director, Place

Date: 08 October 2015

Subject: North Sheffield Better Buses – Hucklow Road

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Hucklow Road. Buses are delayed along the length of the road, but particularly at the southern end where the road is narrower.

A scheme comprising road widening, parking bays, waiting restrictions and an uncontrolled pedestrian crossing point outside Hucklow Primary School was consulted upon in April 2015. Two comments were received, following which some the waiting restrictions were amended to address the respondents' concerns. There are no formal objections and no longer any issues outstanding.

Reasons for Recommendations:

The revised scheme described in this report will contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of respondents to the original proposal.

The scheme is being designed in detail with funding available to allow the scheme to be built in 2015/16.

Recommendations:

Approve and implement the revised scheme as shown in Appendix A, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.

Inform the respondents accordingly.

Background Papers:

Appendix A – April 2015 Original Proposals

Appendix B – July 2015 Revised Proposals

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Andrea Snowden
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Burngreave, Firth Park
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

NORTH SHEFFIELD BETTER BUSES – HUCKLOW ROAD

RESULTS OF PUBLIC CONSULTATION AND RESPONSES TO A TRAFFIC REGULATION ORDER

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on Hucklow Road. Buses, and other users, are frequently delayed along the length of the road, but particularly at the southern end where the road is narrower.

A scheme comprising road widening, parking bays, waiting restrictions and an uncontrolled pedestrian crossing point outside Hucklow Primary School was consulted upon in April 2015. Two comments were received, following which some the waiting restrictions were amended to address the respondents' concerns. There are no formal objections and no longer any issues outstanding.

The scheme is therefore recommended for approval.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The introduction of waiting restrictions will help to reduce delays for buses and other vehicles, improving journey times and reliability. The parking needs of local people would remain addressed and the uncontrolled crossing point will bring road safety benefits to pedestrians particularly those attending the nearby school. All these benefits contribute to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

The proposals will contribute to improving journey times and reducing congestion leading to a reduction in vehicle emissions.

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators), has identified Hucklow Road as a source of frequent delay on bus routes between Ecclesfield and the City Centre.

Buses are delayed due to parking, and limited road width, along the majority of Hucklow Road. Journey time data has shown that buses often take up to 4 minutes along Hucklow Road, when it should be a lot quicker. Whilst the scheme should bring individual journey time savings of about 30 seconds along Hucklow Road, it

should also help to improve the reliability of bus services at all times, helping them to turn up on time. Other vehicles will also benefit from the reduced congestion.

Proposal and Consultation

Officers developed a scheme to address the delays, which comprises road widening, parking bays and waiting restrictions (including revised School Keep Clear markings), which can be viewed in Appendix A.

Consultation with affected residents took place in April 2014. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. A cycle audit was also completed.

Only two comments were received from consultees. Both comments related to the proposed double yellow lines at the northern end of Hucklow Road near the flats. The concerns were that these lines would make it difficult for elderly residents to access their properties, particularly when being collected/dropped off by family members, due to the amount of time it can take to do so when some elderly and infirm people are involved. One respondent requested that some space be made available for parking.

These are considered to be legitimate concerns and the scheme was therefore altered to retain parking in three positions outside the flats, where parking lay-bys are presently located. The changes are identified on the plan in Appendix A. Surveys have indicated that this parking provision more than meets the demand and this therefore address the concerns raised.

Additionally, a petition had been submitted to a Highway Cabinet Member Decision Session in September 2014 by representatives of Hucklow Primary School, requesting a zebra crossing outside the school. Whilst a zebra crossing was not considered feasible, a new uncontrolled crossing point and road narrowing has been incorporated, near to the northern entrance to the school. Officers met with representatives of the school, who welcomed the proposal. Since then, it has been arranged that when the crossing point is operational, the School Crossing Patrol will operate at this location rather than at the existing crossing place.

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £285,000 which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Better Buses programme. This has been through the Great Places to Live Programme Board and Capital Programme Group.

The 25-year commuted sum for ongoing maintenance costs is estimated at about £5,000. This indicative sum was calculated following an assessment of the preliminary design, and the actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue

element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.

Legal

Traffic Regulation Order: The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Individual Cabinet Member must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Individual Cabinet Member is so satisfied then it is acting lawfully and within its powers.

Highways Improvements: The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion is that the works are equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle-to-vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

ALTERNATIVE OPTIONS CONSIDERED

The alternative options, including an alternative design, have been discussed elsewhere in this report. Doing nothing would not address the issues that regularly occur at the location. The design as amended is, therefore, the preferred option.

REASONS FOR RECOMMENDATIONS

The revised scheme described in this report will contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of respondents to the original proposal.

The scheme is being designed in detailed with funding available to allow the scheme to be built in 2015/16.

RECOMMENDATIONS

Approve and implement the revised scheme as shown in Appendix B, subject to any required re-confirmation of costs after detailed design (including any commuted sums).

Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.

Inform the respondents accordingly.

Simon Green

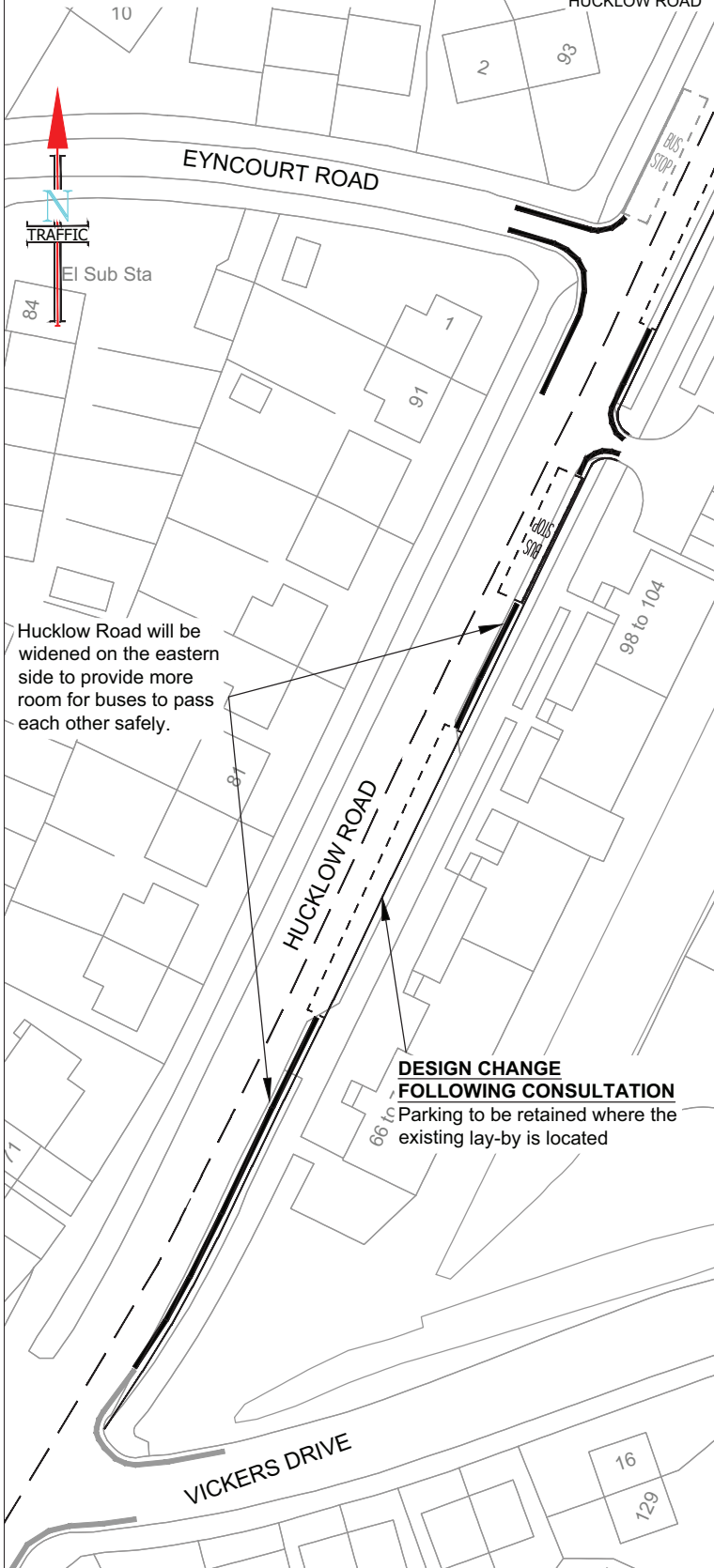
Executive Director, Place

08 October 2015

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APPENDIX A

SEE RIGHT FOR PROPOSALS FURTHER UP HUCKLOW ROAD



Hucklow Road will be widened on the eastern side to provide more room for buses to pass each other safely.

DESIGN CHANGE FOLLOWING CONSULTATION
Parking to be retained where the existing lay-by is located





The existing double yellow lines will remain. Minor changes to the kerblines on the road hump will be made

DESIGN CHANGE FOLLOWING CONSULTATION
Parking to be retained where the existing lay-by's are located

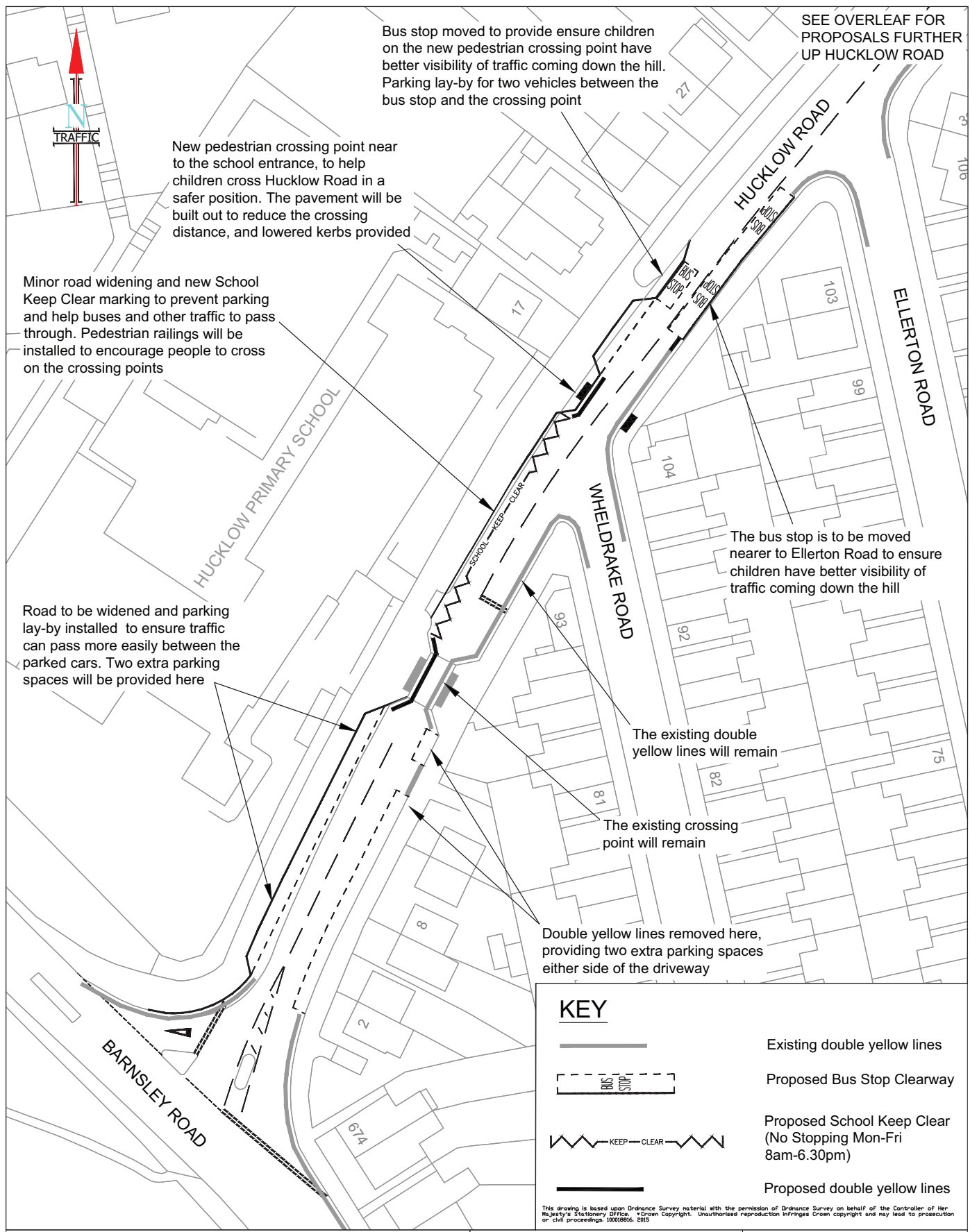
Hucklow Road will be widened on the eastern side to provide more room for buses to pass each other safely.

SEE LEFT FOR PROPOSALS FURTHER DOWN HUCKLOW ROAD

KEY

-  Existing double yellow lines
-  Existing double yellow lines (no loading at any time)
-  Existing Bus Stop Clearway
-  Proposed double yellow lines

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SHEFFIELD CITY COUNCIL



Cabinet Highways Committee

Report of: Executive Director, Place

Report to: Cabinet Highways Committee

Date: 8th October, 2015

Subject: Petition -Request for further consultation with respect to a proposed pay & display parking scheme on Ecclesall Road at Banner Cross.

Author of Report: Nat Porter (ext 36691)

Key Decision: NO

Summary: The report provides an update subsequent to the decisions of 12th June and 13th November, '14 regarding a petition received concerning the proposed pay & display parking scheme on Ecclesall Road at Banner Cross district centre, and seeks a decision on the petition and the scheme.

Reasons for Recommendations:

- A 29 space 2 hour pay & display scheme would appear (based on feedback to from the Banner Cross Neighbourhood Group) to offer the best balance between competing local interests, whilst providing reasonable parking capacity.
- Because loading and waiting is permitted outside of peak hours, it is considered that providing pay-and-display parking in the lay-by outside Sainsbury is acceptable between the peak hours, as vehicles stopped to service the new development can do so from the kerbside legally and without unacceptable consequence. However, in the interests of maintaining the flow of traffic during peak hours, it is necessary to reserve the lay-by so it is available for servicing at these times.

- Advertising a proposed scheme offers an opportunity to comment on and/or object to the proposals, prior to a final decision being taken as to whether or not to progress the scheme at a subsequent decision session.
-

Recommendations:

- That the proposal to introduce a 29-space 2 hour pay & display scheme (including two spaces in the lay-by outside Sainsburys) be advertised;
 - That a peak hour loading only restriction be introduced in the lay-by at Sainsbury's as part of the scheme;
 - That any objections or comments received in response to the advertisement be brought to a subsequent decision session meeting; and,
 - That the petitioners and affected frontagers be informed accordingly
-

Background Papers: Appendix A – Drawing of scheme proposals

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES (cleared by D Watkinson, 14 Sep '15)
Legal Implications
YES (cleared by N Wynter, 9 Sep '15)
Equality of Opportunity Implications
NO (cleared by A Johnston, 7 Sep '15)
Tackling Health Inequalities Implications
NO
Human Rights Implications
NO
Environmental and Sustainability implications
NO
Economic Impact
NO
Community Safety Implications
NO
Human Resources Implications
NO
Property Implications
NO
Area(s) Affected
Ecclesall Ward
Relevant Cabinet Portfolio Lead
Cllr. Terry Fox
Relevant Scrutiny Committee
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press Release
NO

REPORT TO THE CABINET MEMBER FOR BUSINESS, SKILLS & DEVELOPMENT

PETITION - REQUEST FOR FURTHER CONSULTATION WITH RESPECT TO PROPOSED PAY & DISPLAY PARKING SCHEME ON ECCLESALL ROAD AT BANNER CROSS.

1.0 SUMMARY

1.1 The report provides an update subsequent to the decisions of 12th June and 13th November, '14 regarding a petition received concerning the proposed pay & display parking scheme on Ecclesall Road at Banner Cross district centre, and seeks a decision on the petition and the scheme.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 Managing kerbside parking in district shopping centres to protect access for customers contributes to '*A Strong and Competitive Economy*'.

3.0 OUTCOME AND SUSTAINABILITY

- Ensure that the proposed parking scheme achieves the objective of improving customer access to shops in the Banner Cross district centre.
- Minimise any negative impacts of the parking scheme as far as possible whilst achieving the above objective.

4.0 REPORT

Background

4.1 Petitions signed by 237 parties (including duplicates across multiple petitions) in the Banner Cross area were received in spring 2014, requesting that proposals for a pay & display parking scheme on Ecclesall Road at Banner Cross be deferred.

4.2 The proposed pay & display parking scheme was progressed at the request of Ecclesall Ward Councillors, who raised concerns that long-stay parking on Ecclesall Road was hindering access to local retailers for customers, which in turn was harming the viability of those businesses.

4.3 The scheme is neither expected nor intended to contribute to (or impinge on) the Council's statutory duties. The scheme is considered to be a discretionary matter that was initially promoted at the request of Ward Councillors, who have since withdrawn their support for the proposals.

Matters arising since 13th November, 2013

4.5 Since the November decision session, the Banner Cross Neighbourhood Group (BCNG) has put forward an alternative suggestion for a pay & display parking scheme of reduced extents, extending only as far downhill as Marmion Road on the eastern side of the street, and as far south as Huntingtower Road on the western side. The Neighbourhood Group states this proposal was reached in

agreement with the residents who attended the meeting of 13th November.

- 4.6 This proposal would provide 20 pay & display spaces, compared to 34 in the post-March 2014 Sheffield City Council (SCC) proposal. Based upon parking demand observed in October 2013, this proposal could be expected to be full to capacity on weekdays, and full to 68% of capacity on Saturdays, assuming all bays were restricted to 2 hours. (By comparison, the 34-space proposal, which included seven bays with a 4 hour limit, is projected to be full to 87% and 57% of capacity on weekdays and Saturdays respectively).
- 4.7 Consequently, Council officers advised BCNG that whilst their proposal might offer benefits to traders in preventing medium- or long-staying vehicles being left in front of the shops, the limited capacity of their proposal would likely mean that kerbside would remain congested following introduction of a scheme. Notwithstanding this, BCNG advised that traders would still be keen to see a pay & display scheme introduced.
- 4.8 BCNG also suggested additional pay & display spaces could be provided on the western side of the street between Huntingtower Road and the petrol filling station if their initial proposal proved problematic. This 27-space proposal is projected to be utilised to 87% and 51% of capacity on weekdays and Saturdays respectively, assuming all spaces were restricted to 2 hours.
- 4.9 BCNG also identified the recently constructed lay-by outside Sainsbury's as being another opportunity for additional pay & display parking capacity. This lay-by was constructed as part of the planning consent for the Sainsbury's development, to provide for vehicles servicing the new store without obstructing traffic, even when the peak hour bus lanes are in force. Consequently, it was proposed that any scheme would include for provision of a loading only restriction in this lay-by. However, as loading is permitted on the main carriageway outside of peak hours, it would be possible to restrict loading in the lay-by to peak hours only, and include the lay-by in the pay & display scheme during the daytime. This could provide an additional two parking spaces; this 29-space proposal would result in projected occupancy of to 83% and 47% of capacity on weekdays and Saturdays respectively (again, assuming a 2 hour limit throughout).
- 4.10 Neither of the BCNG proposals are anticipated to have a significant impact on displacement of parking demand into adjacent streets. The SCC 34-space pay and display proposal was not expected to result in any displacement into adjacent streets on weekdays, as remaining unrestricted parking on Ecclesall Road would be sufficient to accommodate medium- and long-staying vehicles. Only the 20-space BCNG proposal would significantly reduce displacement on Saturdays, to around 5 vehicles (averaged over the busiest four hours); the BCNG 27- & 29- space proposals and the 34-space SCC proposal are projected to result in displacement of approximately 12 vehicles (the BCNG proposals causing marginally less displacement).
- 4.11 It is unclear how far all of the petitions' signatories would support a scheme of reduced extents. Whilst it is understood the lead petitioner(s) supports the BCNG proposals, it is noted that an effect of their proposal is to not restrict the

kerbside outside of their premises where this is currently proposed. Based on the petitions received and the June 2014 public meeting, much of the concern regarding the scheme appears to emanate from side streets, and appears to be more concerned about potential displacement arising from any scheme, rather than the extents of the restrictions *per se*.

- 4.12 All of BCNG's proposals would make it difficult to provide any four hours bays, owing to limitations of capacity. Four hour provision had been included in SCC proposals to provide for longer stays as desired by a minority of local businesses; however in allowing vehicles to occupy (some) spaces for 4 hours would be expected to increase demand – this would put the relatively limited capacity proposed by BCNG's proposals under greater pressure.
- 4.13 For example, presuming a 4 hour limit were provided in 7 spaces (considered to be the practical minimum given the layout of parking bays and likely positions of ticket machines), on weekdays a 20-space scheme is projected to be full to capacity, and 27-space scheme would be projected to be full to 95%. A 29-space scheme would require the additional two spaces be given a four hour limit, and would be projected to be full to around 94% of capacity.

Financial implications

- 4.14 Funding is allocated as part of the 2015/16 LTP Programme, as agreed at Cabinet on 22nd July 2015. This covers £20,000 for capital expenditure, and £5,000 to cover maintenance of traffic signing under the Amey PFI contract.
- 4.15 It is anticipated that ticket machines will be relocated from other parts of the city where there is an overprovision of ticket machines, ensuring there no additional revenue burden associated with the maintenance of machines.

Legal implications

- 4.16 The Council in exercising its functions under the Road Traffic Regulation Act is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
 - ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
 - iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
 - iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
 - v) any other matters appearing to the Council to be relevant.
- 4.17 The Council must also follow the procedure for making traffic orders, which is contained in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. Providing that it does so, it is acting lawfully.

Equality implications

- 4.18 No significant equalities implications have been identified in connection with either progressing the proposed scheme, or with retaining the status quo. Any pay & display scheme would include exemptions for disabled persons' blue badge holders, from both charges and time limits.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Leaving waiting and parking restrictions as existing was considered. This would not address the original concerns regarding availability of parking for visitors of local shops.
- 5.2 Progressing BCNG's suggestion of introducing a 20- or 22-space scheme initially, and extending the scheme if necessary thereafter was Considered, but was ruled out as a second TRO would be required in the event the additional parking was desired. An experimental TRO allows the Council to reduce the extents of restrictions during or after the experiment without a new TRO; this means it is more cost-effective to introduce a greater length of restriction with a view to contraction if necessary.
- 5.3 Similarly, if it were to prove possible and necessary, it would be more cost effective to relax the experimental order to provide areas of 4 hour parking than it would to introduce a new Order to reduce a time limit.
- 5.4 In making parking place Orders, the Council must exercise their powers to provide suitable and adequate parking facilities. The observed demand suggests a scheme of reduced capacity or with areas of 4 hour parking provided could be expected to be full to capacity throughout weekdays. If the Council were to propose a scheme which did not offer adequate capacity and was not effective in improving the availability of kerbside parking, it may be open to the accusation it has used its powers to provide parking places with charges improperly.

6.0 REASONS FOR RECOMMENDATIONS

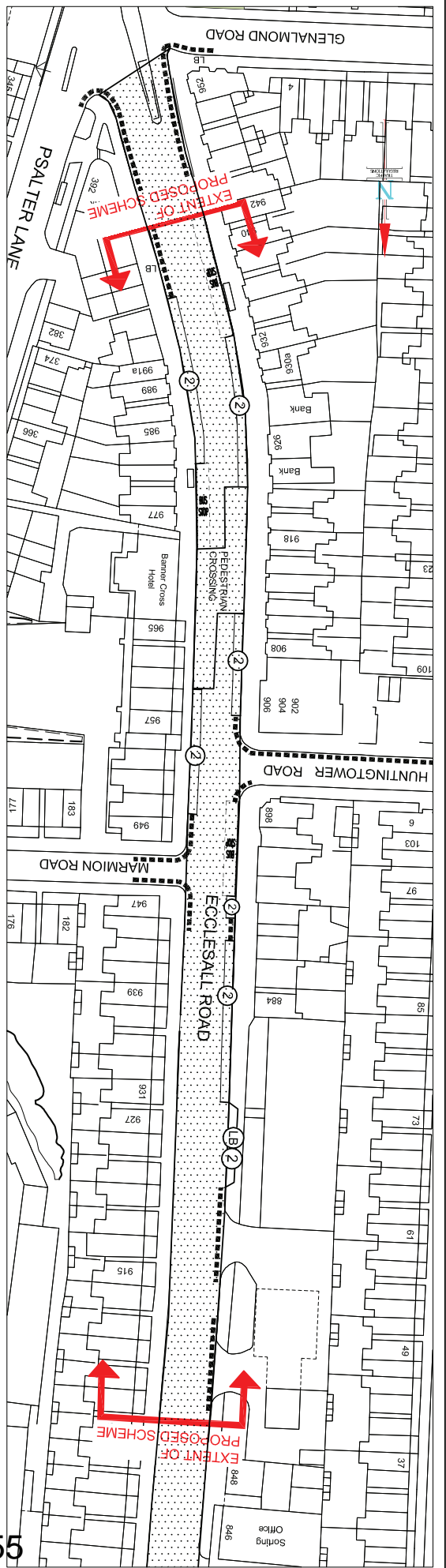
- 6.1 A 29 space 2 hour pay & display scheme would appear, based on feedback to from the Banner Cross Neighbourhood Group, offers the best balance between competing local interests, whilst providing adequate capacity having regard for the purposes it is permitted to introduce parking place schemes.
- 6.2 Because loading and waiting is permitted outside of peak hours, it is considered that providing pay-and-display parking in the lay-by outside Sainsbury is acceptable between the peak hours, as vehicles stopped to service the new development can do so from the kerbside legally and without unacceptable consequence. However, in the interests of maintaining the flow of traffic during peak hours, it is necessary to reserve the lay-by so it is available for servicing at these times.
- 6.3 Advertising a proposed scheme offers an opportunity to comment on and/or object to the proposals, prior to a final decision being taken as to whether or not

to progress the scheme at a subsequent decision session.

8.0 RECOMMENDATIONS

- 8.1 That the proposal to introduce a 29-space 2 hour pay & display scheme on an experimental basis (including two spaces in the lay-by outside Sainsbury's be brought forward through the capital approval process for consideration;
- 8.2 That a peak hour loading only restriction be introduced in the lay-by at Sainsbury's as part of the scheme;
- 8.3 That any objections or comments received in response to the advertisement be brought to a subsequent decision session meeting; and,
- 8.4 That the petitioners and affected frontagers be informed accordingly.

Simon Green, Executive Director, Place
7th September, 2015



KEY

PROPOSED 2 HOUR PAY AND DISPLAY PARKING BAY,
 MON - FRI 9.30AM - 4.00PM AND SAT 8.00AM - 6.30PM.
 PLEASE NOTE NO WAITING OR LOADING/UNLOADING AT PEAK HOURS: MON - FRI 7.30 - 9.30AM AND 4.00 - 6.30PM

PROPOSED NO WAITING AT ANY TIME - DOUBLE YELLOW LINE

PROPOSED LOADING BAY/2 HOUR PAY AND DISPLAY BAY,
 LOADING MON - FRI 7.30 - 9.30AM AND 4.00-6.30PM AND
 2 HOUR PAY AND DISPLAY PARKING MON - FRI 9.30AM - 4.00PM AND SATURDAY 8.00AM - 6.30PM

EXISTING PEAK HOURS NO WAITING AND NO LOADING/UNLOADING,
 MON - FRI 7.30-9.30AM AND 4.00-6.30PM

EXISTING BUS STOP CLEARWAY

OTHER WAITING AND LOADING RESTRICTIONS HAVE BEEN OMITTED TO AID CLARITY

**DEVELOPMENT SERVICES
 TRANSPORT & HIGHWAYS DIVISION
 TRAFFIC SECTION**

2-10 CARBROOK HALL ROAD
 SHEFFIELD S9 2DB

E-mail Traffic.Reg@Sheffield.gov.uk
 Regeneration and Development Services
 Director: David Caldwell, RTTP

A Service Area of the Directorate Place
 Sheffield City Council

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Client
SHEFFIELD CITY COUNCIL

Scheme
BANNER CROSS PAY & DISPLAY SCHEME

Drawing Title
**PROPOSED RESTRICTIONS
 TRAFFIC REGULATIONS DRAWING**

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TRAFFIC
 REGULATIONS

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