

Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 11 September 2014

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

**ALSO IN ATTENDANCE:** Councillor Jack Scott (Cabinet Member for Environment, Recycling and Streetscene)  
Councillor Chris Rosling-Josephs (Cabinet Adviser)  
Dick Proctor (Transport Vision and Strategy Manager)  
Simon Botterill (Transport and Traffic, Design and Delivery Manager)  
Tony Lawery (Senior Transport Planner)  
Andrew Marwood (Highways Engineer)

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**1. EXCLUSION OF PRESS AND PUBLIC**

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

**2. DECLARATIONS OF INTEREST**

2.1 There no declarations of interest.

**3. MINUTES OF PREVIOUS SESSION**

3.1 The minutes of the previous session held on 9 July 2014 were approved as a correct record. Arising from a decision at the Highway Cabinet Member Decision Session held on 12 June, 2014 in respect of parking permit prices, which was Called-In under Part 4, section 16 of the Council's Constitution and considered by the Economic and Environment Wellbeing Scrutiny Committee at its meeting held on 28 August 2014, the Cabinet Member noted the decision of the Committee.

**Resolved:** That the following decision of the Economic and Environment Wellbeing Scrutiny Committee at its meeting held on 28 August 2014 be noted:-

RESOLVED: That the Committee:-

(a) notes the contents of the report now submitted, together with the comments now made and the responses to the questions raised; and

(b) agrees to take no action in relation to the called-in decision, but consider whether issues arising from the call-in need to be added to its Work Programme 2014/15.

**4. PUBLIC QUESTIONS AND PETITIONS**

4.1 New Petitions

The Cabinet Member received petitions containing (a) 12,571 signatures requesting road safety measures on Normanton Hill, (b) 287 signatures requesting a zebra crossing outside Huclow Primary School and (c) 11 signatures requesting action regarding car parking problems on White Lane, and noted that these would be added to the petitions list and a response provided at a future Session.

#### 4.2 Outstanding Petitions List

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

### **5. GLEADLESS KEY BUS ROUTE SCHEME UPDATE AND TRAFFIC REGULATION ORDER CONSULTATION**

5.1 The Executive Director, Place submitted a report describing the further measures to be introduced during 2014/15 along the Gleadless Key Bus Route corridor to accessibility and punctuality of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area, building on the work which commenced in 2013. The report also set out officer's responses to objections received to Traffic Regulation Orders with regard to proposed parking restrictions and bus lanes and general comments received with regard to the proposals.

5.1.1 The Executive Director, Place reported orally that concerns over the Traffic Regulation Order for Blackstock Road and Constable Road could be addressed. He further proposed that the scheme for Blackstock Road between Gleadless Road and Bankwood Road should be deferred, to enable an ecological survey to be undertaken and consultation with residents on the proposed loss of trees on the public open space and that proposals for the Myrtle Road junction also be deferred to allow the scope and type of junction to be determined following consultation with residents. It was confirmed approval was being sought for the zebra crossing on the Blackstock Road between Gleadless Road and Bankwood Road and the Traffic Regulation Orders for all schemes, but that they would not be implemented where schemes were deferred.

5.1.2 The Session heard from the Chief Executive of Heeley City Farm who welcomed the initiative to improve bus punctuality, but expressed concern over proposals for the Myrtle Road junction and road widening on Richards Road and Gleadless Road, which he considered would increase the speed of traffic outside Anns Grove School and Heeley City Farm. He also raised concerns over traffic congestion over Havelock Bridge and suggested that any improvements made would be lost due to congestion at the bridge. In response, the Executive Director, Place stated that traffic calming measures would be considered in the vicinity of the school and Heeley City Farm and that measures could be introduced to improve the flow of traffic over Havelock Bridge.

5.1.3 In response to additional questions from the Cabinet Member and Councillor Cate McDonald, the Executive Director, Place stated that the Spencer Road/Propsect Road scheme could be deferred to allow an ecological survey to be undertaken on the adjacent public space and that the scoping exercise for the Myrtle Road junction would take account of accessibility issues for local residents.

**5.2 RESOLVED:** That:-

- (a) a further report be submitted to a future Highways Cabinet Member Decision Session on the scope and outcome of consultation on the junction arrangement at the location of Prospect Road and Myrtle Road;
- (b) in light of comments now made, ecological assessments and consultation be undertaken in respect of land adjacent to (i) Blackstock Road between Gleadless Road and Bankwood Road and (ii) Spencer Road and Prospect Road and that the findings be reported to a future Highways Cabinet Member Decision Session;
- (c) the Traffic Regulation Orders described in the report, , be made in accordance with the Road Traffic Regulation Act 1984;
- (d) detailed design be completed and the proposals described in the report be implemented subject to the Council's Capital Approval procedures and the satisfactory outcome of further consultation following completion of the work referred to in paragraphs (a) and (b) above, to the satisfaction of the Highways Cabinet Member;
- (e) it be noted that full funding for the scheme had not yet been secured; and
- (f) the objectors be informed accordingly.

**5.3 Reasons for Decision**

- 5.3.1 The proposals described in the report, supported by the Traffic Regulation Orders, will contribute to improvements in the punctuality and reliability of bus services in the Gleadless area together with accessibility improvements to/from bus stops and for passengers boarding and alighting buses. Having considered the objections to the proposed Traffic Regulation Orders it was recommended that the reasons set out in the report for making the Traffic Regulation Orders outweighed any unresolved objections.
- 5.3.2 The scoping and consultation on the proposed junction at Myrtle Road and Prospect Road is required to ascertain the best solution for the location which meets residents requirements
- 5.3.3 The ecological surveys and consultation are required in view of the loss of green space to accommodate the road widening.

**5.4 Alternatives Considered and Rejected**

- 5.4.1 Officers considered a number of options for each scheme. In the case of the Blackstock Road/Constable Road scheme, a zebra crossing was considered but was not progressed as the speed of traffic on Blackstock Road would have required the introduction of traffic calming on the approaches to the crossing and would have detrimentally affected the availability of on-street parking availability.

The proposed central refuge was tested in various locations both in relation to the bus stops and with a view to minimising the negative impact on parking.

- 5.4.2 The Blackstock Road widening scheme was developed following a review of an earlier proposal to provide a minor bus-only facility at the junction of Gleadless Road. This was discounted as, without the additional length of bus lane now proposed, the limited time saving benefits for buses did not justify the scheme cost.
- 5.4.3 The Richards Road widening proposals were developed after consideration of a new parking lay-by on the opposite side of Richards Road to accommodate residents' on-street parking requirements. The widening scheme now proposed accommodated parking along the frontage of the properties rather than on the opposite side of the carriageway and provided a slight increase in parking availability over the existing arrangement. The previous lay-by option would have resulted in a net loss of parking spaces.
- 5.4.4 With regard to the Spencer Road/Prospect Road/Myrtle Road proposals, although the scope and extent of the proposed bus lane had been determined, a number of different junction layouts were currently under consideration. Computer traffic modelling was being utilised to assess the arrangements and compare the outcomes with a simple 'give-way' layout, as currently exists. This latter arrangement may offer the most flexibility for all traffic throughout the day, with little negative impact on the calculated bus time-savings. In view of the ongoing assessments and the necessity to undertake further, localised, consultation when the optimum junction layout had been finalised, it was proposed to submit a further report on these proposals and the outcome of consultation in due course.

**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**

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**6. INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM: PROGRESS ON THE 2014/15 CAPITAL PROGRAMME AND THE DRAFT 2015/16 PROGRAMME**

- 6.1 The Executive Director, Place submitted a report outlining progress on the Council's overall transport capital programme for 2014/15; and to provide early

guidance on the 2015/16 Local Transport Plan programme.

6.1.1 In response to a question from Councillor. Chris Rosling Josephs over proposals for the Hackenthorpe scheme, the Executive Director, Place advised that the proposed schemes were at a draft stage and be would be consulted upon before decisions were taken to implement them.

6.2 **RESOLVED:** That:-

- (a) current progress on the overall 2014/15 transport programme be noted;
- (b) the draft outline 2015/16 LTP transport programme and Better Buses Programme be endorsed, subsequent to the Council's overall budget setting process; and
- (c) officers be instructed to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

6.3 **Reasons for Decision**

6.3.1 Council officers have worked with South Yorkshire partners and the relevant Cabinet Lead Member to ensure that the draft proposals for inclusion in the 2015/16 transport capital programme meet the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy. They are also compatible with the Sheffield Bus Partnership Investment Plan and the Council's Public Health plan and the emerging Cycling Strategy and Green Commission.

6.4 **Alternatives Considered and Rejected**

6.4.1 The alternative options for prioritising the allocations of transport funding were also discussed and endorsed in December 2013.

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**

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7. **SHEFFIELD 20MPH SPEED LIMIT STRATEGY: CONSULTATION FEEDBACK**

**TO THE INTRODUCTION OF A 20MPH SPEED LIMIT IN HEELEY AND MEERSBROOK; LONGLEY; SOUTHEY GREEN; AND THE WARREN LANE AREA OF CHAPELTOWN**

- 7.1 The Executive Director, Place submitted a report describing the response from residents to the proposal to introduce a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapelton, reporting the receipt of objections and setting out the Council's response.
- 7.1.1 Councillor Leigh Bramall welcomed the report and commented that the 20mph schemes were introduced to improve road safety and encourage walking and cycling. He confirmed it was the Council's policy to extend the schemes across all residential areas and emphasised that fines for speeding in the areas were not paid to the City Council
- 7.1.2 Councillor. Jack Scott asked if a list of 20mph schemes still to be introduced could be provided, in response the Executive Director, Place stated that this information would be made available.
- 7.2 **RESOLVED:** That:-
- (a) the Heeley and Meersbrook; Longley; Southey Green and the Warren Lane area of Chapelton 20mph Speed Limit Orders be made in accordance with the Road Traffic Regulation Act 1984;
  - (b) the objectors be informed accordingly; and
  - (c) the proposed 20mph speed limits be introduced.
- 7.3 **Reasons for Decision**
- 7.3.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 7.3.2 Having considered the objections to the introduction of a 20mph speed limit in Heeley/Meersbrook and Longley the officer view was that the reasons set out in the report for making the Speed Limit Order outweighed the objections. The introduction of a 20mph speed limit in this area would be in keeping with the City's approved 20mph Speed Limit Strategy.
- 7.4 **Alternatives Considered and Rejected**
- 7.4.1 The objections related to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options had been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in section 4.12 of the report.

**7.5 Any Interest Declared or Dispensation Granted**

None

**7.6 Reason for Exemption if Public/Press Excluded During Consideration**

None

**7.7 Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

**7.8 Relevant Scrutiny and Policy Development Committee If Decision Called In**

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