

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 26 April 2012

PRESENT: Councillors Leigh Bramall (Chair), Bryan Lodge and Helen Mirfin-Boukouris

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1. **APOLOGIES FOR ABSENCE**

1.1	<u>Apology</u> Councillor Harry Harpham	<u>Substitute</u> None
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2. **DECLARATIONS OF INTEREST**

2.1 There were no declarations of interest.

3. **MINUTES OF LAST MEETING**

3.1 The minutes of the meeting of the Committee held on 8 March 2012 were approved as a correct record and, arising therefrom, the Head of Transport and Highways reported that, in relation to Hallam Grange, a number of proposals had been forwarded to the South West Community Assembly for their consideration.

4. **PUBLIC QUESTIONS AND PETITIONS**

4.1 Public Questions

(i) Notre Dame School

Vonny Watts referred to inaccurate plans being published in relation to proposals for Notre Dame School. The plans had indicated that the Oakbrook view site which could be available for car parking had a development on when this in fact was not the case.

In response, James Burdett, Transport and Highways, commented that the plans were obtained from the Ordinance Survey database and were the most recent plan. The fact that the land was available for parking did not affect the proposals in the report on the agenda for the meeting but he had raised it with the developer.

(ii) Lodge Moor Surgery/Hallam Primary

Vonny Watts reported that she was concerned about parking in the vicinity of Lodge Moor surgery and had requested that the South West Community Assembly install double yellow lines but had received no response. She had also raised the issue of the installation of traffic calming measures in the area around Hallam Primary School over a year ago but had received no response. She commented that local residents should not have to wait for

over a year to receive a response to their request.

John Bann, Head of Transport and Highways, reported that he had spoken to the South West Community Assembly Manager who acknowledged that the Assembly had taken time to respond to the requests. However, proposals and requests were considered and prioritised on an annual basis. The South West Community Assembly Manager would liaise with Ms. Watts in relation to the requests.

(iii) Private Finance Initiative

Vonny Watts further referred to the recently agreed Private Finance Initiative (PFI) following the announcement of the contractor, AMEY. She asked if the works undertaken in the Fulwood and Ranmoor areas would be of better quality than recent works undertaken by Street Force and whether AMEY would receive any financial penalties should the works not be completed on time or to the standard agreed in the contract.

In response, Councillor Bryan Lodge commented that it was acknowledged that a lot of work needed to be undertaken on the City's highways network and it was expected that the PFI would be the solution to this. Work undertaken in the past had been completed on a 'make do and mend' basis and this would not be the case with the PFI. Members now knew the condition of the assets across the City a lot better than they had done in the past. AMEY were clear what was expected of them and had an output specification. If this was not delivered it would be at their cost. Members and officers had confidence that AMEY would do a good job and it was important to work with them and Community Assemblies and not to disadvantage local residents too much. Work would be monitored by the Highways PFI Client Team and they would play a close scrutinising role.

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

- 5.1 It was reported that the decision taken at the meeting of the Committee held on 8 March 2012 in relation to the Sheffield 20MPH strategy had been called in for Scrutiny. This was considered at the meeting of the Environmental and Economic Wellbeing Scrutiny Committee held on 28 May 2012 where it was resolved to note the Highways Committee's decision and recommend that no action be taken.

6. PETITIONS

6.1 New Petitions

The Committee noted for information the receipt of petitions (a) containing 26 signatures requesting double yellow lines on roads surrounding Hallam Grange Primary School and that this had been referred to the South West Community Assembly for consideration, (b) containing 26 signatures requesting the reinstatement of parking permit areas on Clarence Road and that this would be considered in conjunction with a report to be submitted to

a future meeting of this Highways Committee and (c) containing 46 signatures requesting Spa Lane and Skelton Lane to be one-way and that this would be referred to the South East Community Assembly.

6.2 Outstanding Petitions List

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

7. **NOTRE DAME SCHOOL TRAFFIC/PARKING PROPOSAL OBJECTIONS**

7.1 The Executive Director, Place submitted a report informing Members of comments received following public consultations on proposed waiting restrictions on various roads in the vicinity of Notre Dame School, Ranmoor. The report included a response to the comments received and made a recommendation on how to proceed.

7.2 Bernard Gray, a resident of Riverdale Road, made representations to the Committee in relation to parking problems on the Road which had been getting worse over the last ten years. In his opinion the view up and down the road was critical and the high number of vehicles parking on the road made this difficult. Despite proposals for the school to introduce a Travel Plan, he had spoken to some teachers who had made it clear that it wouldn't be practical for them to use public transport. He strongly supported the introduction of a single yellow line but did not support any proposals for a residents parking scheme on the road.

7.3 Vonny Watts, a local resident commented that, although she appreciated highways officers were faced with a difficult task as a result of the planning decision, she believed that the consultation had been ignored. She didn't believe that the proposals in the report were the solution to parking problems in the area as the problems would be moved on further down to Tipton School. Contractor vans were blocking the road and the development at Ballard Hall would increase the problems.

7.4 Councillor Janice Sidebottom thanked officers for all their hard work and commented that she believed a compromise had been reached. She was pleased with the proposal for 3 hour maximum stay parking. She further requested that another survey be undertaken once the contractors work had been done to see if the scheme had achieved what it set out to do. Councillor Sidebottom also requested that the Council further liaise with the school and the local hospital to encourage them to implement their travel plans.

7.5 In response, the Head of Transport and Highways commented that residents often questioned the effectiveness of travel plans but officers had found them to be effective and worked well. He cautioned that removing all parking in the area may lead to an increase in speeding in the area but recognised that the parking problems were causing significant inconvenience for local residents.

- 7.6 James Burdett commented that surveys had recently been undertaken in the area in September and October 2011 and March 2012, and indicated that parking levels had remained much the same as before the loss of the car park. The issue of the bus taking a different route to that agreed as raised at the meeting would be taken up with the Passenger Transport Executive (PTE). It was confirmed that 8m double yellow lines would be introduced in front of Mr Gray's drive and single yellow lines would be introduced between driveways to ease the situation. It was also confirmed that double yellow lines would be introduced on the bend at the bottom of Ranmoor Park Road. He further added that although the surveys had indicated displacement would not be excessive, monitoring could take place at a later date. He also confirmed that the developer had advised they had investigated the use of the Oakbrook View site for contractor parking, but that it had not been financially viable
- 7.7 Members commented that they sympathised with residents concerns and hoped that the proposals would go some way to addressing the problems. They supported the proposal for a survey to be undertaken following the end of the contractors work in the area to assess the impact of the measures.
- 7.8 **RESOLVED:** That the Committee:-
- (a) approves the implementation of measures set out in Appendix D of the report, namely;
 - double and single yellow lines (8am-4pm Mon-Fri) on parts of Riverdale Road and associated junctions;
 - double yellow lines on parts of Ranmoor Park Road and Graham Road; and
 - a 3 hour maximum stay (9am-4pm Mon-Fri) on part of Ranmoor Park Road;
 - (b) resolves that a review of the parking scheme be undertaken at an appropriate time following the ending of the building works in the area and after discussion with the school in relation to implementation of its travel plan;
 - (c) resolves that highway enforcement officers investigate reducing the impact of contractor parking with the building site managers;
 - (d) requests that the Head of Transport and Highways ensures that the South West Community Assembly is made aware of the wider parking issues in the Ranmoor area for them to consider appropriate action; and
 - (e) requests that all respondents be informed of the decisions made.

7.9 Reasons For The Decision

- 7.9.1 The Notre Dame School complex was heavily constrained and the loss of any playing fields to accommodate the new building would have been contrary to both local and national policy. Consequently the new building was located on an area of existing car parking. There was no scope on the site to provide replacement car parking.
- 7.9.2 The Planning and Highways Area Board had decided that the additional on-street parking could adequately be accommodated on the highway network, subject to mitigation measures being implemented. It was recognised that there were areas in the vicinity of the school where parking caused problems, and the proposed scheme addressed these through the introduction of new waiting restrictions.
- 7.9.3 Officers had given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations were considered to be a balanced attempt to address residents' concerns, within the limit of satisfying planning conditions.
- 7.9.4 Site visits and surveys appeared to indicate that parking levels had not become worse despite the redevelopment of the school. The developer had also provided evidence that parking related to site workers would reduce over the course of 2012 until they were off site early in 2013. It could therefore be reasonably expected that parking levels in the area should be lower in 2013. Further monitoring would take place if necessary at the time and any changes that may be required taken to the South West Community Assembly for consideration.

7.10 Alternative Options Considered And Rejected

- 7.10.1 These proposals had been developed following previous consultations over the last year. The scheme had since been altered to try and address residents' concerns.

8. INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM

- 8.1 The Executive Director, Place submitted a report describing how the 2012-13 Integrated Transport and Highways Maintenance capital Local Transport Plan (LTP) allocations were proposed to be spent in Sheffield.
- 8.2 Councillor Leigh Bramall commented that he welcomed the proposals. The Community Assemblies were receiving their own allocation from the funding and with the money received for the 20mph schemes were receiving an overall increase in funding for the 2012/13 municipal year. He particularly welcomed confirmation that funding has been set aside in the LTP programme for the introduction of the crossing at the junction of Crookes Road, Nile Street and Whitham Road in Broomhill, with funding planned over two financial years.

8.3 **RESOLVED:** That the Committee:-

- (a) approves the proposed allocations of integrated transport and maintenance funds for the 2012-2013 year.
- (b) instructs officers to seek appropriate financial approval for each project through the formal Capital Approval process.

8.4 **Reasons for the Decision**

8.4.1 Council Officers had worked with South Yorkshire partners and the lead Cabinet Member to ensure that the proposed transport capital programme for 2012-13 met the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP.

8.5 **Alternative Options Considered And Rejected**

8.5.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal was based on the City Council working with South Yorkshire partners and the Cabinet Lead Member to ensure that the proposed transport capital programme for 2012-13 met the objectives of 'A Vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP.

Signed _____
(Chair)

Date _____