

SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

Meeting held 13 December 2012

PRESENT: Councillors Leigh Bramall (Chair), Harry Harpham, Jack Scott and Isobel Bowler (Substitute Member).

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1. APOLOGIES FOR ABSENCE

- 1.1 An apology for absence was received from Councillor Bryan Lodge and Councillor Isobel Bowler attended the meeting as the duly appointed substitute.

2. EXCLUSION OF PUBLIC AND PRESS

- 2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

- 3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

- 4.1 The minutes of the meeting of the Committee held on 8 November 2012 were approved as a correct record.

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

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

6. PETITIONS

6.1 New Petitions

- 6.1.1 The Committee noted the receipt of a petition containing 54 signatures from residents of Cannock Street, Cheadle Street and Hawksley Road about overgrown trees in their streets and that this request would be forwarded to AMEY for consideration.

6.2 Outstanding Petitions List

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

7. CITY WIDE REVIEW OF HEAVY GOODS VEHICLE ROUTES

- 7.1 The Executive Director, Place submitted a report that gave an update on the review of Heavy Goods Vehicle (HGV) routes in Sheffield and sought approval for (a) an HGV Route Network for journeys through Sheffield and into the city, a process and criteria for assessing HGV problems and a hierarchy of measures to deal with them and (b) continuing work to develop proposals to deal with some HGV hot spots and for getting information to the Satellite Navigation companies and Freight Industry, as detailed in Appendix A.
- 7.2 The Head of Transport, Traffic and Parking Services referred to the petition that had been submitted to the meeting of Full Council on 5 December 2012 containing 390 signatures requesting that the ban on HGVs on Bocking Lane is not reversed.
- 7.3 Councillor Leigh Bramall referred to a number of written representations he had received in relation to the proposals and these had been forwarded to officers. Copies were available at the meeting.
- 7.4 Representations
- Greenhill Avenue/Bocking Lane
- 7.4.1 Mrs Hodgson indicated that the road surface on Greenhill Avenue/Bocking Lane was not suitable for HGVs and asked why no thought had been given to the structure of the road. She commented that it should not be used for HGVs as it was an unclassified road.
- 7.4.2 Stuart Smith highlighted the safety of cyclists using Greenhill Avenue and Bocking Lane, particularly as parts of the roads were not wide enough for HGVs to overtake. He considered that Abbey Lane was more suitable for lorries.
- 7.4.3 Pamela Hodgson referred to the petition presented the Full Council meeting on 5 December 2012 requesting that the ban on HGVs on Bocking Lane is not reversed and submitted photographic evidence relating to problems on Greenhill Avenue and Bocking Lane. She indicated that health issues were a major factor for residents on Bocking Lane and asked why there were no noise or pollution figures for Abbey Lane in the report.
- Abbey Lane
- 7.4.4 Sally Evans indicated that she was in favour of the relaxation of the ban on Bocking Lane. She raised a number of concerns relating to Abbey Lane, including the risk of accidents at opening and closing times of the school, HGVs adding to the congestion in the morning, the area around the shops was busy and there was the potential for accidents and there were quality of life issues for residents of Abbey Lane and Bocking Lane from the noise and pollution. She requested a full HGV ban on Abbey Lane and considered that relaxing the ban on Bocking Lane was a fair compromise. She also urged the Council to tackle the source of the problem which she considered was HGVs coming from Derbyshire and using residential roads.

- 7.4.5 Alan White, a resident of Abbey Lane, raised concern at the congestion at Abbey Lane/Chesterfield Road and asked if a before and after study had been undertaken outside the school.

Abbeydale Corridor

- 7.4.6 Ted Gunby, Chair of the Carter Knowle Road, asked the Committee on behalf of the Community Group and other residents in the Sheaf Valley, not to take any decisions that might force any more HGVs to go through the Abbeydale corridor. Mr Gunby referred to the atmospheric pollution in the densely populated Abbeydale corridor (Abbeydale Road and Wolsley Road) exceeded legally binding limits. Sheffield's failure to meet the 2010 targets meant that the European Commission was now preparing a case for infraction fines which could, through the Localism Act, fall directly against the City Council. He also referred to the three schools in the Abbeydale Corridor.

Traffic Density /Air Quality Issues

- 7.4.7 Ian Draffan stated that Bocking Lane was a conduit to the motorway out of Sheffield. He was unable to exit his property on Bocking Lane between 4.00 and 6.00 pm due to the traffic. He asked about the present traffic density on Abbey Lane and previously on Bocking Lane and whether this had been taken into account. He highlighted the high levels of asthma in the area and that Sheffield has air quality issues. He asked whether there were measures to deal with the air pollution on Bocking Lane.

Bocking Lane

- 7.4.8 Roger Hart, Chair of the Dore and Totley Forum, sought an assurance that if the ban on Bocking Lane was relaxed, the effect on Twentywell Lane and Prospect Road would be taken into account. He commented that lorries had also been seen on Glover Road.

- 7.4.9 Councillor Simon Clement-Jones welcomed the work that had been undertaken. He commented that residents on Bocking Lane needed relief from the traffic problems and considered that relaxing the ban on Bocking Lane was a backward step. Councillor Clement-Jones suggested that the decision should be delayed and more time should be given to looking at other possibilities and doubling efforts to reduce traffic from Derbyshire.

Mayfield Valley

- 7.4.10 Joan Newton, President of the Mayfield Women's Institute and resident of Mayfield Valley, stated that officers were unwilling to introduce a ban on HGVs using the Mayfield Valley due to the low numbers of vehicles. A petition containing 1269 signatures had objected to HGVs using the lanes in the Mayfield Valley and requested an all-vehicle speed limit to reduce the number of accidents. She was concerned at the effect on people's lives in the area.

South West Community Assembly/ Twentywell Lane

7.4.11 Andrew Tabor asked why the report did not include reference to the response from the South West Community Assembly. He also referred to safety issues on Twentywell Lane and that residents were suffering as retaining walls were being affected. Mr Tabor asked that the Committee took into account unexpected consequences.

7.4.12 Councillor Colin Ross also queried why the response from the South West Community Assembly was not included the report. He raised concern at possible displacement onto Twentywell Lane and that the 'No HGV' signs were ignored. He commented that a number of properties on Twentywell Lane were below the level of the road and that HGVs were causing utility services to become exposed.

Bocking Lane/Abbey Lane

7.4.13 Councillor Ian Auckland, Graves Park Ward, indicated that the proposals were a compromise solution, seemed to be a reasonable way forward and did go towards meeting the objections to HGV traffic on Bocking Lane and safety concerns relating to the school on Abbey Lane. He welcomed the balanced approach and hoped the Cabinet Member for Business, Skills and Development would make progress in discussions with Derbyshire County Council.

Responses

7.4.14 John Bann (Head of Transport, Traffic and Parking Services) and Chris Galloway (Principal Engineer) responded to the questions and issues raised as follows:

- Greenhill Avenue and Bocking Lane were C class roads and were constructed to carry all types of traffic. Abbey Brook was a culvert regularly inspected by Amey, the Council's maintenance contractor.
- There was no requirement to undertake regular monitoring of traffic noise. However, the European Union was considering introducing similar targets to those for air quality through an Environmental Noise Directive.
- Officers were aware of the air quality issues on Abbeydale Road. The impact of the diesel fleet on air quality was to be examined. Also a low emission zone for Abbeydale Road was being examined.
- Chris Galloway provided details of air quality readings for Bocking Lane, Abbey Lane, Chesterfield Road/Meadowhead and Abbeydale Road.
- The air quality and traffic count information was available on the Council's website (www.sheffield.gov.uk). A further traffic count had been undertaken on 5 December 2012 and the data was expected on 13 December 2012.
- Officers were aware of the concerns relating to Twentywell Lane and Prospect Road. The prominence of signing on Twentywell Lane would be examined.
- There had been two minor accidents involving cyclists on Abbey Lane and no recorded accidents on Bocking Lane and Greenhill Avenue.
- There had been an assessment of the road widths on Bocking Lane, Greenhill Avenue and Bocking Lane and Chris Galloway gave details of

the widths of those roads.

- Discussions had taken place with the Freight Association about vehicles not using the Mayfield Valley. Officers had also asked the local depot of one freight company why they were using the Mayfield Valley and were seeking to persuade them to use more suitable routes.
- A formal response from the South West Community Assembly had been expected but was not received, although officers were aware of the Assembly's view.
- A scheme to signalise the Greenhill Avenue/Greenhill Parkway junction, thereby helping the turning movements, had been developed but had been put on hold due to budget reductions. It would be included on the list of future highway schemes.

7.4.15 Councillor Leigh Bramall, Chair of the Committee and Cabinet Member for Business, Skills and Development, commented that the proposals were a compromise solution. Data was available to show the displacement of traffic on Abbey Lane from the ban on Bocking Lane. The Council was aware of the problems on Twentywell Lane/Mickley Lane/Prospect Road and in the Mayfield Valley. Air quality data was also available that showed that the acceptable limits had not been exceeded. He recognised the need to talk to Derbyshire County Council.

7.5 **RESOLVED:** That the Committee approves:-

- (i) the HGV Route Network as shown in Appendix D1 of the report;
- (ii) the process and criteria in Appendix E of the report for determining the suitability of roads for use by HGVs and the Hierarchy of Measures in Appendix F of the report for progressive action to deal with HGV problems;
- (iii) the modification of the Key Diagram (Policy CS 52 Key Route Network) in the Sheffield Development Framework Core Strategy to complement the HGV Route Network;
- (iv) the relaxation of the Bocking Lane ban to night time only, i.e. 7pm to 7am;
- (v) the engagement with key stakeholders to reduce quarry traffic from Derbyshire in the south west of Sheffield by agreement; and
- (vi) developing proposals for further work, as detailed in Appendix A of the report.

7.6 **Reasons for Decision**

7.6.1 HGVs are vital for delivering goods around the city and transporting goods nationwide. However, in some areas the journeys they make are a cause for community concern. Encouraging HGVs to use only suitable routes will minimise the impact of HGV journeys and reduce community concerns.

- 7.6.2 The approval of the network, process/criteria and hierarchy of measures will allow officers to develop proposals to deal with existing HGV hot spots.
- 7.6.3. The approval of the relaxation of the HGV ban on Bocking Lane offers a reasonable compromise to provide some respite for residents of Bocking Lane and Abbey Lane.
- 7.6.4 Modifying the Key Diagram will help reduce problems in the future by promoting the HGV Route Network at the planning stage.
- 7.6.5 Developing proposals for further work will allow funding to be secured for a programme of work to get information out to Sat Nav companies, freight industry and business so that the process of making sure HGVs use the most suitable route can begin at the point where it is most likely to be effective.

7.7 Alternatives Considered and Rejected

- 7.7.1 A number of alternative options were considered when determining how to deal with the concerns of Abbey Lane residents including removing the ban on Bocking Lane, introducing additional road engineering measures on Abbey Lane to deal with speeding and to do nothing.
- 7.7.2 When determining what to do about the Mayfield Valley officers did consider introducing an HGV ban and advisory route signing but neither could be justified in terms of the numbers and frequency of incidents involving HGVs.
- 7.7.3 When looking at Attercliffe centre a ban was considered but this might have affected local businesses that are reliant on HGVs and therefore was not recommended.

7.8 Any Interest Declared or Dispensation Granted

None

7.9 Reason for Exemption if Public/Press Excluded During Consideration

None

7.10 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place.

7.11 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing.

(Note: Councillor Harry Harpham left the meeting at this point in the meeting).

8. PUBLIC QUESTIONS AND PETITIONS

8.1 Petitions

8.1.2 Councillor Ian Auckland submitted a petition, on behalf of the lead petitioner Mrs Downham, containing 19 signatures protesting against noise and exhaust fuel pollution caused by buses idling outside Parkside Apartments, Chesterfield Road at all hours day and night without picking up or depositing passengers. He indicated that Stagecoach was taking action in relation to the petitioners' concerns.

8.1.3 The Committee referred the petition to the Cabinet Member for Business, Skills and Development.

8.2 Public Questions

8.2.1 Councillor Diana Stimely spoke on behalf of the Banner Cross Forum and a request from a trader on Ecclesall Road at Banner Cross for parking meters to be installed outside their premises as there were parking difficulties.

8.2.2 John Bann (Head of Transport, Traffic and Parking Services) stated that this request could be investigated if the traders were keen to have parking meters installed.

8.2.3 **RESOLVED:** That the Head of Transport, Traffic and Parking Services be requested to investigate the provision of parking meters at Banner Cross, Ecclesall Road.

9. SMITHY WOOD CRESCENT - RESPONSES TO PROPOSED TRAFFIC REGULATION ORDER

9.1 The Executive Director, Place submitted a report setting out the public response to the advertised Traffic Regulation Order (TRO) to legalise the 'Prohibition of Motor Vehicles Except for Access' signs which had been installed on Smithy Wood Crescent at its junctions with Chesterfield Road and Woodseats Road to prevent non-residential traffic using it as a through route.

9.2 Mr Paul Briggs attended the meeting and stated that he was a resident of Smith Wood Crescent and had objected to the proposed TRO. He asked why the 'Access Only' sign was the only measure that was being considered. He referred to instances of HGVs damaging cars and that it was an extremely dangerous location at busy times. He considered that the proposal appeared to be a cheap option and financial constraints should not override safety. He considered that an 'Access Only' sign would not stop the problem and asked that the solution be reconsidered.

He would support a no right turn.

9.3 Councillor Auckland also attended for this item and stated that he shared residents' frustrations. He asked how soon the TRO would be implemented and that he expected enforcement action to be taken.

9.4 John Bann (Head of Transport, Traffic and Parking Services) indicated that the TRO would be implemented within a couple of weeks.

9.5 Councillor Leigh Bramall, Chair of the Committee, referred to a letter of support for the TRO that had been received from Karen Wallace.

9.6 **RESOLVED:** That the Committee:-

- (a) overrules the objection to the Traffic Regulation Order on Smithy Wood Crescent and the restriction be introduced as shown in the plan in Appendix A to the report;
- (b) approves the making of the Traffic Regulation Order in accordance with the Road Traffic Regulation Act, 1984; and
- (c) requests that the objector and other respondents are informed accordingly.

9.7 **Reasons for Decision**

9.7.1 The Traffic Regulation Order for this scheme is necessary to enable enforcement of the restriction to be carried out with a view to resolving problems which have been raised by local residents.

9.7.2 Community Assembly members and officers have given due consideration to the views of the respondents in an attempt to find an acceptable solution. The recommendation is considered to be a balanced attempt to address residents concerns and aspirations.

9.8 **Alternatives Considered and Rejected**

9.8.1 This scheme has been designed to meet local needs/priorities as identified by South Community Assembly members. The proposals put forward are considered to deliver the required outcomes to resolve the problems which have been brought to the attention of the Assembly.

9.8.2 One supporter suggested a 'No Right Turn' restriction on Chesterfield Road. This type of restriction is also enforced by the Police and no greater enforcement could be expected.

9.8.3 Other measures, such as traffic calming and junction closures, have been explored by the Community Assembly to prevent through traffic from using Smithy Wood Crescent, but these were beyond their budget.

9.9 Any Interest Declared or Dispensation Granted

None

9.10 Reason for Exemption if Public/Press Excluded During Consideration

None

9.11 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place.

9.12 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing.

10. BUCHANAN ROAD - CHAUCER PUBLIC REALM IMPROVEMENTS

10.1 The Executive Director, Place submitted a report on objections had been received to the advertised Traffic Regulation Orders in relation to the Chaucer Public Realm improvements project. The report acknowledged and addressed those objections and recommended that, subject to minor changes, the scheme is approved.

10.2 **RESOLVED:** That the Committee:-

- (a) approves the amendments to provide additional parking spaces in the vicinity of the Buchanan Road shopping centre, as shown in Appendix D of the report;
- (b) approves the removal of the restrictions outside the houses 272 to 290 Buchanan Road;
- (c) overrules the objections to the proposed Traffic Regulation Orders and that, subject to the minor modification noted above, the Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984; and
- (d) requests that the objectors are informed of the decision.

10.3 Reasons for Decision

10.3.1 The new Learning Zone, public square and Asda supermarket have greatly improved the environment of the area and it is important to make a similar impact at the Buchanan Road shops.

10.3.2 The removal of the slip road enables a large public realm area to be created, thus much improving the setting of the parade of shops. This

should help the shops remain attractive to local customers, contributing to the objective to have a thriving district centre.

- 10.3.4 A simple upgrade of the current service road arrangement will not create a welcoming environment for shopping.

10.4 Alternatives Considered and Rejected

- 10.4.1 Widening of the service road has been considered in accordance with the objectors' wishes but this option would greatly reduce the impact of the improved public realm area and the level of parking.

- 10.4.2 The removal of the chicane has increased parking opportunities as it has removed one element of the public realm. However, the loss of this element is not considered to be significant and it will also lessen the long term maintenance liability.

10.5 Any Interest Declared or Dispensation Granted

None

10.6 Reason for Exemption if Public/Press Excluded During Consideration

None

10.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place.

10.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing.

11. INVESTING IN SHEFFIELD'S LOCAL TRANSPORT SYSTEM 2013-14

- 11.1 The Executive Director, Place submitted a report on the delivery of a programme of transport projects funded nationally, including the Local Transport Plan (LTP), Local Sustainable Transport Fund (LSTF) and Better Buses Area Fund (BBAF) and setting out the current priorities for delivery prior to approval of the Council's budget.

11.2 RESOLVED: That the Committee:-

- (a) welcomes the additional transport funding that is being allocated in 2012/13 and 2013/14;
- (b) endorses the current 2012/13 and 2013/14 programmes for Local Sustainable Transport Funds and Better Buses Area Funds as

approved by the Department for Transport;

- (c) notes the differing levels of flexibility available for the various funding streams;
- (d) approves the proposed allocations of Local Transport Plan monies for 2013/14 as indicative priorities for consideration within the Council's overall budget setting process, due to be received by Cabinet early in the New Year; and
- (e) instructs the Executive Director, Place to seek appropriate financial approval for each project through the Council's formal Capital Approval process.

11.3 Reasons for Decision

- 11.3.1 Council Officers have worked with South Yorkshire partners, South Yorkshire Integrated Transport Authority Members and the relevant Cabinet Lead Members to ensure that the proposed LTP capital programme for 2013/14 and the current LSTF and BBAF programmes meet the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the Sheffield City Region Transport Strategy.

11.4 Alternatives Considered and Rejected

- 11.4.1 The splits in funding of each block could be spent in any number of ways. However, the current proposal is based on the City Council working with South Yorkshire partners and Cabinet Lead Members on Transport, Highways and Environmental matters to ensure that the proposed LTP capital programme for 2013/14 meets the objectives of 'A vision for Excellent Transport', 'Standing up for Sheffield' and the South Yorkshire LTP whilst maximising the opportunities presented through the "Streets Ahead" Programme.
- 11.4.2 For LSTF and Better Buses, alternative options are limited as the bids were based on delivering specific types of outputs and outcomes. However, within that scope, there is some flexibility to change the specific locations of interventions.

11.5 Any Interest Declared or Dispensation Granted

None

11.6 Reason for Exemption if Public/Press Excluded During Consideration

None

11.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place.

11.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing.

12. UPPERTHORPE AND NETHERTHORPE PERMIT PARKING SCHEME

12.1 Further to the decision of this Committee at its meeting on 12th July 2012 to defer a decision on the proposed Permit Parking Scheme in Upperthorpe and Netherthorpe, subject to further consideration of the history and background of the scheme, the Executive Director, Place submitted a report that included further consideration of the history and background of the scheme, including the city-wide Permit Parking context.

12.2 Councillor Isobel Bowler referred to correspondence she had received from a resident at Upperthorpe. Cate Jockel (Senior Transport Planner) had also received that correspondence and indicated that the resident did not want double yellow lines along Upperthorpe. Since the consultation plan, the length of the double yellow lines had been reduced by about 50%. It was intended that officers would contact the resident to discuss this issue further. John Bann (Head of Transport, Traffic and Parking Services) stated that all the TRO did not need to be implemented at this time and it would be possible to implement some parts at a later date.

12.3 **RESOLVED:** That the Committee:-

- (a) approves making the Traffic Regulation Order as shown in plans TR/BN680/B1, C1 (used twice for Areas A and C), D1, E1 and F1, included in Appendix A of the report;
- (b) approves the implementation of those parts of the Order concerning double yellow lines, single yellow lines, bus stop clearways and disabled parking bays in order to improve safety at junctions, visibility and access;
- (c) does not approve the implementation of those parts of the Order concerning any kind of parking bay other than Disabled Parking Bays (i.e. any time-limited bays; unrestricted parking bays; permit parking bays or Pay & Display bays) at the present time;
- (d) notes that there will be a further report to this Committee before any further implementation of a Permit Parking Scheme (PPS) in Upperthorpe and Netherthorpe;
- (e) requests the Head of Transport, Traffic and Parking Services to arrange a meeting with the resident now mentioned regarding the extent of the yellow lines on Upperthorpe and if they can be varied; and

- (f) requests that, arising from the information reported by the Head of Transport, Traffic and Parking Services, the request for road safety measures at the junction of Upperthorpe, Springvale Road and Commonsides, contained in the petition reported to the meeting of this Committee on 8 November 2012, is included in the Central Community Assembly's list of highway schemes to be considered when the Streets Ahead project is in the Assembly's area.

12.4 Reasons for Decision

- 12.4.1 To respond to local resident feedback through local Councillors by implementing those parts of the scheme that support local safety and assist bus services and disabled residents.
- 12.4.2 To approve making the Traffic Regulation Order for the whole scheme so that, if circumstances change (such as public demand or worsening parking), the scheme could be reactivated quickly and inexpensively, either in full or in part, subject to a further report to this Committee.

12.5 Alternatives Considered and Rejected

- 12.5.1 Alternative options considered were full implementation of the advertised scheme and the do nothing option.

12.6 Any Interest Declared or Dispensation Granted

None

12.7 Reason for Exemption if Public/Press Excluded During Consideration

None

12.8 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place.

12.9 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing.