

SHEFFIELD CITY COUNCIL

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Thursday 8 October 2015 by the Cabinet Highways Committee.

Date notified to all members: Monday 10 October 2015

The end of the call-in period is 4:00 pm on Friday 16 October 2015

The decision can be implemented from Saturday 17 October 2015

Item No

7. STREETS AHEAD - WINTER MAINTENANCE REVIEW

7.1 The Executive Director, Place submitted a report seeking approval to implement the recommendations set out in section 14 of the report 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 detailed the options considered by Members 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.

7.2 **RESOLVED:** That:-

- (a) 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;
- (b) further snow shovels are made available to the public upon request and the public shall be informed of the collection process through the winter maintenance service information portal on the Council's website;
- (c) 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; and
- (d) the financial implications are noted and the expenditure is approved.

7.3 Reasons for Decision

7.3.1 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.

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

7.4 **Alternatives Considered and Rejected**

7.4.1 There were no alternative options presented in 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**

Economic and Environmental Wellbeing

8. **NORTH SHEFFIELD BETTER BUSES - ST MICHAEL'S ROAD**

8.1 The Executive Director, Place submitted a report on the results of public consultation and responses to a Traffic Regulation Order in relation to the element of the North Sheffield Better Buses Scheme relating to St Michael's Road, Ecclesfield.

8.2 **RESOLVED:** That:-

- (a) the revised scheme on St Michael's Road, Ecclesfield, as shown in Appendix B of the report, be approved and implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums);
- (b) the Traffic Regulation Order relating to the revised waiting restrictions be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) the respondents to the consultation on the scheme be informed accordingly.

8.3 **Reasons for Decision**

8.3.1 The revised scheme described in the 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.

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

8.4 Alternatives Considered and Rejected

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

8.5 Any Interest Declared or Dispensation Granted

None

8.6 Reason for Exemption if Public/Press Excluded During Consideration

None

8.7 Respective Director Responsible for Implementation

Simon Green, Executive Director, Place

8.8 Relevant Scrutiny and Policy Development Committee If Decision Called In

Economic and Environmental Wellbeing

9. NORTH SHEFFIELD BETTER BUSES - HUCKLOW ROAD

- 9.1 The Executive Director, Place submitted a report on the results of consultation and responses to a Traffic Regulation Order in relation to the element of the North Sheffield Better Buses Scheme relating to Hucklow Road.

9.2 RESOLVED: That:-

- (a) the revised scheme on Hucklow Road, as shown in Appendix B of the report, be approved and implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums);
- (b) the Traffic Regulation Order relating to the proposed waiting restrictions be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) the respondents to the consultation on the scheme be informed accordingly.

9.3 Reasons for Decision

- 9.3.1 The revised scheme described in the 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.

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

9.4 **Alternatives Considered and Rejected**

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

9.5 **Any Interest Declared or Dispensation Granted**

None

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

None

9.7 **Respective Director Responsible for Implementation**

Simon Green, Executive Director, Place

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

Economic and Environmental Wellbeing

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

- 10.1 The Executive Director, Place submitted a report providing an update subsequent to the decisions of the Highway Cabinet Member Decision Session on 12th June and 13th November 2014 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.

10.2 **RESOLVED:** That:-

- (a) the proposal to introduce a 29-space 2 hour pay & display scheme (including two spaces in the lay-by outside Sainsbury's on Ecclesall Road at Banner Cross) be brought forward through the capital approval process for consideration;
- (b) a peak hour loading only restriction be introduced in the lay-by at Sainsbury's as part of the scheme;
- (c) any objections or comments received in response to the advertisement of the Traffic Regulation Order be brought to a subsequent Highway Cabinet Member Decision Session meeting; and,

(d) the petitioners and affected frontagers be informed accordingly

10.3 Reasons for Decision

10.3.1 A 29 space 2 hour pay & display scheme would appear, based on feedback from the Banner Cross Neighbourhood Group, to offer the best balance between competing local interests, whilst providing adequate capacity having regard for the purposes it is permitted to introduce parking place schemes.

10.3.2 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.

10.3.3 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 Highway Cabinet Member decision session.

10.4 Alternatives Considered and Rejected

10.4.1 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.

10.4.2 Progressing BCNAG'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 Traffic Regulation Order (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.

10.4.3 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.

10.4.4 In making parking place Orders, the Council must exercise its 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.

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