

**MEETING OF THE CABINET HIGHWAYS COMMITTEE****held 8<sup>th</sup> July, 2010**

PRESENT: Councillors Ian Auckland (Chair), Steve Ayris, David Baker and Penny Baker

.....

**1. APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor Shaffaq Mohammed and Councillor Steve Ayris attended the meeting as the duly appointed substitute.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**3. MINUTES OF LAST MEETING**

The minutes of the meeting of the Committee held on 17<sup>th</sup> June, 2010 were approved as a correct record and, arising therefrom, it was reported that a report outlining (i) whether the scheme of delegation could be amended to allow Community Assemblies to take decisions on highway matters in their boundary within their delegated budget and (ii) where any changes to the scheme of delegation would need to be approved, would be submitted to the next meeting of the Committee.

**4. PUBLIC QUESTIONS AND PETITIONS**

There were no public questions or petitions submitted to the Committee.

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

There were no items referred to the Committee from Scrutiny.

**6. NORTHERN GENERAL HOSPITAL PERMIT PARKING SCHEME: DECISION NOT TO CONTINUE WITH AREA WIDE SCHEME BUT TO CONTINUE CONSULTATION ON NAMED STREETS**

The Head of Transport and Highways submitted a report of the Executive Director, Place outlining his recommendation, based on public consultation, not to proceed with an area-wide permit parking scheme in the local area close to the Northern General Hospital at this time but to continue detailed consultation on named streets.

The report stated that, as a result of public requests, a consultation process had been undertaken in the areas around the Northern General Hospital to gauge the amount of general support for a permit parking scheme to tackle the effects of hospital staff parking on residential streets. The majority of respondents were not in favour of such a scheme. Four petitions of objection had been received from the residents of Cannon Hall Road, Hampton Road, Goddard Hall Road, Fir Vale Road, Crabtree Road, Crabtree Close, Crabtree Crescent, Idsworth Road, Fairbank Road, Edensor Road, Bishopsholme Road

and Norwood Avenue.

The North East Community Assembly, at its meeting held on 21st April 2010, made a recommendation to this Committee to not proceed with the area-wide permit parking scheme at this time.

The North East Community Assembly also recommended to the Cabinet Highways Committee that further consultation with the residents of Crabtree Close, Fairbank Road, Norwood Road, Blythe Road and surrounding streets be undertaken on detailed designs for street-specific traffic management schemes, with a view to the possible future implementation of such measures by means of a Traffic Regulation Order. The North East Community Assembly also added that, before any plans were introduced, further consultation be taken with the residents of the streets surrounding those specified.

The North East Community Assembly also requested that officers and the Resident Liaison Group continued to request the Sheffield Teaching Hospitals NHS Foundation Trust to consider the problems caused by car parking in areas surrounding the Hospital more seriously, putting particular emphasis on the requirement for improved car parking within the hospital grounds.

The Head of Transport and Highways reported that the Culture, Economy and Sustainability Scrutiny Committee, at its meeting held on 6<sup>th</sup> July 2010 had considered a report outlining progress on permit parking schemes throughout the City. They had resolved to support the recent resolution of the West and North Planning and Highways Committee to request that the Teaching Hospitals Foundation Trust do more to resolve problems of parking in the local area resulting from the Trust's decision to charge staff to park at the hospital.

The Committee heard representations from two local residents outlining problems caused by staff parking on local streets and requesting that further pressure be placed on the Foundation Trust to solve a problem which had been caused by them. The Committee further heard representations from Councillor Ibrar Hussain, a local Ward Councillor and Councillor Harry Harpham, a local resident. Councillor Hussain commented that he had Chaired a number of residents meetings on the matter at which representatives of the Northern General Hospital had attended. He did not believe they were committed to finding a solution to the problem and, in the light of plans for a multi-storey car park now being abolished, the Council should do everything within their powers to put pressure on the Trust to resolve the problem. He further requested that the Nottingham scheme be explored where parking was limited to certain times of the day which would prevent staff being able to park all day.

A Member commented that, as vehicle usage was increasing throughout the country, permit parking schemes in areas such as this close to prominent amenities would be increasingly prevalent in the future. However, he recognised that, in this situation, residents had voted against the introduction of such a scheme.

Members commented that all powers available to them, such as through the planning process, should be used to persuade the Trust to develop solutions to the parking problems within the local area. They commented that the Nottingham scheme should be discussed with local residents as a potential solution to the problems. They further noted the comments of the Scrutiny

Committee in relation to the situation at its meeting held on 6<sup>th</sup> July 2010.

RESOLVED: That (a) an area-wide permit parking scheme around the Northern General Hospital not be proceeded with at this time;

(b) the residents of Crabtree Close, Fairbank Road, Norwood Road, Blyde Road and surrounding areas be consulted on detailed designs for traffic management/parking measures appropriate to those locations;

(c) the Council use all its efforts to ensure that the Sheffield Teaching Hospitals Trust improve on-site parking at the Northern General Hospital as soon as possible; and

(d) Council Officers continue to work with the management of the Northern General Hospital to reduce the traffic impact of staff and visitors on local residents.

7. **REPORT ON THE PROGRESS OF WORKS TO AMEND THE SPEED LIMIT, STREET LIGHTING AND PROVISION OF VEHICLE ACTIVATED SIGNS ON BASLOW ROAD AT THE BUS TERMINUS**

The Head of Transport and Highways submitted a report of the Executive Director, Place setting out the progress made on providing a Vehicle Activated Speed Sign on Baslow Road linked to vehicle detection measures at the exit of the bus terminus and the proposed change in the speed limit from the existing 30mph to 40mph and revocation of part of the 40mph limit.

The report stated that a report was presented to Cabinet on 11<sup>th</sup> March, 2010. Members accepted the recommendations of that report but requested that they be kept informed of progress of the agreed measures.

A Speed Limit Order (SLO) had been advertised to change the speed limit from the current 30mph to 40mph and also to revoke the 40mph speed limit beyond the terminus. A general location plan including the extent of the proposed 40mph speed limit was attached as Appendix A to the report. As a result an objection had been received from the Cyclists' Touring Club and a response to this objection was provided in the report.

In terms of the Vehicle Activated Signs, as outlined in the report the current date for the commencement of the VAS sign operation was anticipated to be early September and, following this the street lights would be switched off.

The Head of Transport and Highways reported that an additional objection had been received from Sheffield and Peak Against City Encroachment (SPACE) against the increase in speed to 40mph and 60mph close to the boundary with Derbyshire. He further reported that there may be a possibility of the speed limit being 50mph rather than 60mph at the boundary with Derbyshire but there was a need for discussions with Derbyshire County Council as to their intentions for the road.

Members heard representations from a representative of the Cycling Tourist Club concerned about the impact of the possible increase in speed limit and Councillor Colin Ross, a local Ward Councillor, who requested that the street lights be switched off as soon as possible.

RESOLVED: That (a) progress on the development of the scheme be noted;

(b) local Ward Members be advised of the progress of the scheme through to completion in the autumn;

(c) the objection to the proposed revocation of the 40mph Speed Limit Order on part of the A621 Baslow Road be over-ruled;

(d) the Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984 with the altered 40mph commencing at the City/County boundary subject to continued monitoring;

(e) the objector be informed accordingly; and

(f) a report be submitted to this Committee after 12 months with a review of the scheme and the 40mph speed limit.

8. **MIDDLEWOOD ROAD AND LANGSETT ROAD, HILLSBOROUGH BUS/TRAM GATE HOURS OF OPERATION CHANGES: SIX MONTH MONITORING REPORT AND REVIEW**

The Head of Transport and Highways submitted a report of the Executive Director, Place informing Members of continued findings and trends following the relaxation in the hours of operation of the bus/tram gate on Middlewood Road and Langsett Road, Hillsborough.

The report stated that, since 7<sup>th</sup> November, 2009, the Hillsborough Bus/Tram gate had been opened to general traffic between the hours of 1100 and 1500, Mondays to Saturdays as part of an 18 month Experimental Traffic Regulation Order (ETRO). This relaxation also removed any restriction or enforcement on Sundays. The aim of this experiment was to stimulate the economic viability of Hillsborough District Centre, as previously local traders felt the restrictions were damaging their business, whilst car drivers felt Hillsborough was difficult to reach.

The review outlined in the report was the second of a series of monitoring reports assessing the effect of these changes, with a view to making the current ETRO permanent or reverting to the previous arrangement within the 18 month period. The report covered the three month period between 7<sup>th</sup> February and 7<sup>th</sup> May 2010, the second quarter of monitoring. The six month period between 7<sup>th</sup> November 2009 and 7<sup>th</sup> May 2010 was also analysed. This represented the time the ETRO had been in place. Comparisons of the most recent three months and total six months of the experiment would be made against the 'before ETRO situation' where data permitted.

The findings suggested that there was broad public support for the current arrangements. Passengers did not perceive any increase in journey times or delays, whilst in reality there had been some increases in public transport journey times. Traffic flows along Langsett Road between 1100 hours and 1500 hours had increased since the relaxation, whilst the evening peak had also seen a more modest increase in flow. Demand for car parking in Hillsborough was relatively unchanged, whilst pedestrian footfall had increased.

The Head of Transport and Highways reported that there had been no indication of increased trade following the relaxation in operational hours of the bus/tram gate, this fact was supported by no real change in car parking demand (with the exception of some increase on Saturdays) and views obtained from traders as part of the market research.

The increases in traffic flow and pedestrian footfall did raise some concern that in opening the bus/tram gate up during the middle of the day had created a short cut for traffic. Therefore, it was proposed to undertake a series of Origin-Destination surveys of vehicles driving through Hillsborough District Centre after the school summer holidays (timed to provide a neutral survey

period). These surveys aimed to establish where vehicles were travelling from and to, and for what purpose. These surveys would be incorporated into the next monitoring report in November 2010.

Members heard representations from representatives of First Buses and Stagecoach Supertram who commented that since the start of the trial journey times of tram and bus journeys had increased. They also commented that there had been no evidence of a positive impact on the local economy and trade in the area, which was the stated aim of the trial, and therefore requested that the hours of operation of the bus/tram gate revert to their original time.

Members commented that they supported the recommendations in the report. Although it was acknowledged that there had been slight increase in journey times, local feedback suggested that this had not been noticed by passengers. Traffic flow through Langsett Road and Middlewood Road had improved, although it was accepted that this was not the stated aim of the trial. Although the evidence suggested that trade had not increased since the commencement of the trial, the situation had not worsened as it had in other areas of the City as a result of the economic situation. The number of vacant shops had also considerably reduced since the trial began.

RESOLVED: That (a) the findings of the second monitoring report be noted;

(b) a further report be submitted to the Committee in November 2010 outlining the findings of the 12 month review;

(c) officers continue to attempt to obtain quantifiable information from local traders to determine the effect of the experiment on the economic viability of Hillsborough District Centre;

(d) a series of Origin-Destination surveys be undertaken to establish the proportion of increased traffic between 1100 to 1500 hours which is through traffic and that which is local; and

(e) officers continue to liaise with public transport operators, South Yorkshire Passenger Transport Executive and the Central Community Assembly with regard to data collection/analysis and reporting.

## 9. **PETITIONS**

### New Petitions

The Board noted the receipt of petitions (i) containing 57 signatures calling for changes to assist road safety and access to properties on Orgreave Lane and that a report would be submitted to a future meeting of the South East Community Assembly, (ii) containing 280 signatures regarding the condition of footpaths outside the shops on the odd numbered side of Bellhouse Road and that a report would be submitted to a future meeting of the North East Community Assembly and (iii) containing 14 signatures requesting the retention of the heave on Nether Ley Avenue between 33 to 35 and 36 to 38 in the interests of road safety and that a report would be submitted to a future meeting of the Northern Community Assembly.

### Outstanding Petitions List

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

## 10. **SHIREGREEN STREETSCENE PROJECT**

The Head of Transport and Highways submitted a report of the

Executive Director, Place setting out further highway improvement works associated with the Sanctuary Housing, Decent Homes Programme for Shiregreen, which had been developed by a working group involving Sanctuary together with the Council's Neighbourhood and Transport and Highways staff.

Approval was sought for the design of Phases 2a of the Project and the first Phase of the second Quadrant, following on from the successful completion of Quadrant 1.

RESOLVED: That (a) Quadrant 2a proposals of the Shiregreen Streetscene Improvement Project be approved;

(b) the development of further phases of the Streetscene Improvement Project based on the experience of the first phases be approved; and

(c) progress be reported to this Committee before each subsequent phase of improvement begins, incorporating feedback from work in progress.

11. **PETITIONS REQUESTING (i) A REDUCTION OF THE SPEED LIMIT TO 20MPH WITHIN THE CITY CENTRE AND (ii) INTRODUCTION OF A 20MPH SPEED LIMIT IN ALL RESIDENTIAL AREAS WITHIN THE CITY BOUNDARY**

The Head of Transport and Highways submitted a report of the Executive Director, Place outlining to the Committee the potential benefits and limitations of introducing a widespread 20mph speed limit across much of the City in response to two petitions received by the City Council and to seek the Committee's endorsement to progressing an initial phase of such a scheme on a trial basis

The report recommended developing innovative 20mph speed limit schemes across the City driven by local people and the Community Assemblies. Such less engineered, sign only measures would be supported by a "hearts and mind" campaign to change attitudes to speed in residential areas, backed by greater enforcement.

RESOLVED: That (a) 20mph innovative area-wide schemes be developed and implemented decided by Community Assemblies based on lines, signs and hearts and minds campaigns to change attitudes about speed in residential areas;

(b) discussions be held with Community Assemblies about developing 20mph schemes in their areas;

(c) a progress report be submitted to a future meeting of this Committee on the outcome of discussions with Community Assemblies on details of potential schemes proposed by Community Assemblies; and

(d) the two lead petitioners be advised of the Committee's decision and be thanked for submitting the petitions to the Council.

12. **SPEED LIMITS REVIEW**

The Head of Transport and Highways submitted a report of the Executive Director, Place setting out the results of the speed limits review of all classified 'A' and 'B' roads in Sheffield and informing Members of the proposed changes and additional road safety measures that had been identified by the study.

The report stated that a review of the classified roads within Sheffield City Council's road network commenced in 2009. This stage of the process required each A and B road to be 'segmented' with each part of the respective

road being based on its nature, for example rural, urban built up, partially built up, village etc. The Council had 43 classified 'A' and 'B' roads and these were divided into 249 sections. This represented 157km of A road and 88km of B road.

Once these segments were identified, an assessment of a number of factors was carried out to determine whether existing speed limits were appropriate or should be revised. These factors included existing traffic flow and composition, average vehicle speeds, collision rate and the nature of the road.

The review findings were tabulated using the Speed Limit Assessment Framework (SLAF) method. It was concluded that revised speed limits would be appropriate at six sites and a further six sites would require additional measures to encourage speed limit compliance and/or reduce the collision rate. These were all outlined in the report.

RESOLVED: That (a) the proposed speed limit changes, as outlined in the report, be approved, subject to the receipt of no objections to the associated Speed Limit Orders;

(b) the implementation of the proposed additional measures, as outlined in the report, be approved;

(c) the Executive Director, Place be requested to report back to this Committee on any objections that may be received from the Speed Limit Order statutory consultation process, for a decision; and

(d) the funding of the speed limit increase on Penistone Road be reviewed following the Government decision on the progress of the Penistone Road Smart Route and this be reported back to this Committee.