

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 9th September, 2010

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

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1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Shaffaq Mohammed and Penny Baker. Councillor Steve Ayris attended the meeting as the duly appointed substitute for Councillor Shaffaq Mohammed

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 12th August, 2010 were approved as a correct record.

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. PETITIONS

New Petitions

The Committee noted the receipt of petitions (a) containing 26 signatures objecting to the proposed double yellow lines on Dawlands Close and that a report would be submitted to a future meeting of this Committee, (b) containing 13 signatures objecting to the proposed parking restrictions on High Storrs Road and that a report would be submitted to a future meeting of this Committee (c) containing 36 signatures requesting traffic calming measures (20mph or speed humps) on Firth Park Avenue and that a report would be submitted to a future meeting of the North East Community Assembly, (d) containing 494 signatures requesting traffic calming measures outside St. Catherine's School, Firs Hall Crescent and that this scheme had been given approval and had been sent to Street Force for construction and the lead petitioner would be advised accordingly, (e) containing 342 signatures requesting the instillation of warning signs on Mosborough Moor/Mosborough High Street and that a report would be submitted to a future meeting of the South East Community Community Assembly and (f) received 28th September, 2009, containing 26 signatures requesting traffic lights or a pedestrian crossing at Sandygate Road, Coldwell Lane, Carsick Hill Road junction, Crosspool (reported to the City Centre, South and East Planning and Highways Area Board on 12th October, 2009 in error) and that a report would be now submitted to a future meeting of the South West Community Assembly

following discussions with Local Ward Members.

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. EXECUTIVE FUNCTIONS DECISION RECORD

The following decision(s) were taken by the Cabinet

7.1 AGENDA ITEM 9: HILLSBOROUGH PERMIT PARKING SCHEME: OUTCOME OF CONSULTATION

7.1.1 DECISION TAKEN

RESOLVED: That the Committee:

(a) instructs the Executive Director, Place, to not proceed with the proposed Hillsborough Permit Parking Scheme in the streets around the Sheffield Wednesday Football Ground, as shown on Appendix E to the report, and that residents be informed of this;

(b) authorises the Executive Director, Place to progress the proposed Hillsborough Permit Parking Scheme to the Traffic Regulation Order Consultation Stage on the basis of public responses received so far, in the streets around Hillsborough Corner shown inside the boundary shown in Appendix G attached to the report;

(c) requests that residents in the streets indicated outside the boundary shown in Appendix G to the report be informed that they will be excluded from the scheme at this time but that they will be included in the six month review process; and

(d) requests a further report be submitted to a future meeting of this Committee setting out the results of the Traffic Regulation Order, should objections be received.

7.1.2 REASONS FOR THE DECISION

1. To progress a permit parking scheme to address parking issues in the Hillsborough area. The most recent round of consultation analysis had shown a further need to modify the scheme, specifically the suspension of a scheme around the Sheffield Wednesday Football Ground, whilst other street specific moderations elsewhere.
2. A third and final scheme consultation would take place in September, when residents and businesses in the area around Hillsborough Corner

would be consulted on the Traffic Regulation Order that would implement the permit parking scheme.

7.1.3 ALTERNATIVES CONSIDERED AND REJECTED

Officers had considered the degree of support for the proposals and the content of each additional comment received. On the basis that the majority of residents around the Sheffield Wednesday Football Ground did not support the proposal, it was suggested that the proposed scheme around the area be postponed. Existing partnership working between the Council and the Police would continue on match days to introduce temporary road closures and restrictions at these times to accommodate away supporter coaches.

7.1.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

Councillor David Baker declared a personal interest as a local resident within the Hillsborough Ward.

7.1.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

Not applicable.

7.1.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Simon Green, Executive Director, Place

7.2 AGENDA ITEM 10: CROOKESMOOR PERMIT PARKING SCHEME REVIEW

7.2.1 DECISION TAKEN:

RESOLVED: That the Committee:-

(a) notes the results of the review of the Crookesmoor Permit Parking Scheme;

(b) over-rules objections to the Traffic Regulation Amendment Order for changes within the scheme and the Traffic Regulation Order for additional restrictions outside the scheme;

(c) authorises the Executive Director, Place and the Head of Legal Services to make the the Traffic Regulation Amendment Order for changes within the scheme and the Traffic Regulation Order for additional restrictions outside the scheme, as set out in Appendixes C and E to the report, and that the changes set out in paragraphs 4.8 and 5.9 of the report be implemented as proposed; and

(d) requests that the objectors be informed accordingly.

7.2.2 REASONS FOR THE DECISION

To ensure the permit parking scheme continues to meet its objectives, particularly meeting the needs of local residents and businesses. A standard element of the Council's Permit Parking Schemes was a comprehensive review of operation after six months to assess effectiveness and to address any new or unforeseen issues.

7.2.3 ALTERNATIVES CONSIDERED AND REJECTED

A Member of the public attended the meeting and requested the Committee not proceed with the introduction of double yellow lines on Melbourne Road. In light of the number of signatories of a petition in favour of the instillation of double yellow lines this request was rejected.

7.2.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None

7.2.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

Not Applicable.

7.2.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Simon Green, Executive Director, Place.

7.3 AGENDA ITEM 11: CREATING A RIGHT OF WAY ACROSS SHEFFIELD STATION

7.3.1 DECISION TAKEN

RESOLVED: That the Committee:

- (a) reaffirms the previous Council motion of (i) 28th July 2010 that it believed that, as the existing bridge was built using taxpayers money rather than local investment, then local people should have the right to use the bridge without the need for more taxpayers money being used to construct a second bridge;
- (b) authorises the Executive Director, Place and the Head of Legal Services to pursue, within a three month timescale, the introduction of a voluntary Walkway Agreement at Sheffield Station subject to conditions and identifying an appropriate budget;
- (c) requests that, should a voluntary agreement be concluded within a three month timescale, that the Executive Director, Place, lobby for the terms of this agreement to be included in future franchise or operational arrangements at Sheffield Station from April 2015;
- (d) instructs the Executive Director, Place and Head of Legal Services, in

parallel with (a) to further investigate the creation of a Public Right of Way and also the potential renegotiation of the current franchise agreement with the Department for Transport with the outcome to be reported to a future meeting of the City Centre, South and East Planning and Highways Committee, should the voluntary agreement not be concluded within a three month period; and

- (e) requests the Executive Director, Place and the Head of Legal Services seek to co-operate with the South Yorkshire Passenger Transport Executive in taking independent legal advice on this matter and also the legality of manual ticket checks.

7.3.2 REASONS FOR THE DECISION

1. The Council is determined to ensure that free public access was maintained and protected through the station for the benefit of local residents, communities and the economy of Sheffield.
2. If it is possible to come to an agreement with the Department for Transport, East Midlands Trains and Network Rail the introduction of a Walkway Agreement would formalise access for the public across the bridge and would also allow the station to close at specified times subject to agreement.
3. In the longer term, continued lobbying of the Department for Transport has the potential to result in the inclusion of the agreement within franchise or operational agreements from April 2015. Renegotiating the terms of any franchise earlier than this would be subject to agreement and would be likely to include a compensatory payment.
4. The introduction of a legal Public Right of Way through Sheffield Station either by Agreement or Order could result in significant costs to the Council and may be difficult to achieve. However, this may be the only way forward if a Walkway Agreement was not reached.

7.3.3 ALTERNATIVES CONSIDERED AND REJECTED

- (a) Continued lobbying efforts with the Department for Transport to ensure that any agreement reached is written into future franchises or operational agreements would protect access through Sheffield Station in the future.
- (b) This would however not come into effect until the end of the current franchise agreement with East Midlands Trains on April 1st 2015.
- (c) Changing the terms of the franchise any earlier than this would be subject to renegotiation with the Department for Transport and may include a compensatory payment.

- (d) On the basis that gating was introduced at the station the Department for Transport looked into alternative public access and in January 2010 provided the Council and Passenger Transport Executive with a copy of a report looking into the feasibility of alternatives. The report considered several options including strengthening/refurbishing the existing southern footbridge and providing a new link. However, funding has not been secured.
- (e) All new build/refurbished bridge options were further from current desire lines. In addition, in a motion taken to Full Council on the 28th July, 2010 it was moved that the Council believed that the existing bridge was built using taxpayers money rather than private investment, then local people should have a right to use the bridge without the need for more taxpayers money being used to construct a second bridge.
- (f) In parallel, additional access improvements linking Park Hill, an area of major redevelopment, Norfolk Park area to the City Centre would be expected to support the regeneration of the City.

7.3.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None

7.3.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

Not applicable

7.3.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Simon Green, Executive Director, Place

7.4 AGENDA ITEM 12: HIGHWAY WORKS FOR THE PROPOSED FORGE VALLEY COMMUNITY SCHOOL

7.4.1 DECISION TAKEN

RESOLVED: That the Committee:

(a) approves the serious of measures shown on drawing number TM/ED02835/MB/C1, as set out in Appendix A attached to the report, subject to no reduction of the normally accepted lane width of roads or traffic lanes, along with the additional measures outlined below, and that detailed design be completed and the scheme be issued to Street Force for construction:-

- The introduction of a speed plateau at the junction of Ball Road and Taplin Road;
- Removal of the drop off/pick up area on Loxley New Road; and
- The introduction of an extended footway around the Yew Tree Public House and the maintenance of the give way system.

(b) authorises the Director of Property and Facilities Management to

finalise the terms to acquire third party land to provide the proposed parking bays on Holme Lane and to dedicate the land as public highway and to authorise the Director of Legal Services to negotiate and complete all related legal documentation;

(c) authorises the Director of Legal Services to advertise the necessary Traffic Regulation Order and if no objections were received, the Order be made in accordance with the Road Traffic Regulation Act 1984; and

(d) requests that any objections be reported back to this Committee for consideration.

7.4.2 REASONS FOR THE DECISION

1. The comprehensive public consultation in respect of Forge Valley Community School proposals helped to steer the Consultants' development of the Transport Assessments. That documentation was instrumental in defining the highway-related conditions on the planning consent. The measures which were developed for the Malin Bridge area to address the relevant planning conditions had been further consulted upon throughout the immediate area. The recommendation relating to progression of the measures follows an indication of support from a majority of respondents. Additionally, revisions had been made to some of the proposals (where practicable) to address issues and concerns raised by respondents.

2. In conjunction with some of the proposed measures shown on drawing number TM/ED02835/MB/C1 (and the additional measures highlighted above), a Traffic Regulation Order would be required to enable safe and efficient operation of the highway. Any representations received following advertisement of the intention to make the Order would be reported to the Cabinet Highways Committee in due course.

3. Acquisition of third party land on Holme Lane was key in terms of providing the proposed parking bays. Should the desired acquisition fail for any reason, the fall-back position of introducing waiting and loading restrictions would be pursued, as outlined in paragraph 6.2 of the report.

7.4.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

(a) The Transport Assessments undertaken by external Consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the Forge Valley Community School Development.

(b) During the development of the Transport Assessments, a significant level of traffic modelling was undertaken to identify the optimum arrangement in and around Malin Bridge. This modelling included the sensitivity testing of different percentage increases in traffic using the Malin Bridge gyratory at certain times of the day and without various mitigation measures such as controlled/uncontrolled pedestrian facilities.

(c) Similarly, the provision of a pedestrian/cyclist bridge over the River Loxley to provide a fully segregated pedestrian route between Loxley Road and Myers Grove Lane was fully investigated. Such provision was ultimately rejected due to difficulties with regard to gradient, personal safety and third party land implications. Additionally, many of the proposed on-highway measures would still have been required to address safety issues of pupils and others choosing to use existing routes.

(d) Other alternative options considered:-

- Provision of signal controlled pedestrian crossings at the Stannington Road/Holme Lane junction. The traffic modelling referred to in paragraph 5.2 of the report identified that queuing and congestion that would result would have an unacceptably negative impact on the highway network throughout the locality.
- Change of priority at the Loxley Road/Loxley New Road junction. This was put forward to accommodate the signalised crossing arrangement across Loxley Road. Responses to the consultation exercise and from South Yorkshire Fire and Rescue Service indicated major concerns about the proposed layout. Accordingly, this had been revised and it was proposed to re-locate the crossing slightly to enable the existing priority arrangement to be retained.
- Provision of parking bays outside numbers 208-242 Holme Lane. In order to avoid the introduction of parking and loading restrictions along the frontage of the commercial premises outlined above, a parking bay arrangement was developed. It would, however, be necessary for the Council to acquire various parcels of third party land (that is the forecourt areas fronting some of the specified properties), in order to facilitate such provision. Whilst negotiations with relevant parties have commenced, it was too early to confirm successful completion. Should the negotiations fail for any insurmountable reasons, the proposal to advertise waiting/loading restrictions would need to be pursued.

(e) The Committee also accepted a number of recommendations from the Central Community Assembly (see decision above). However, they rejected the removal of the proposed road humps on Harrison Road in light of evidence suggesting that the majority of residents were in favour of the introduction of the speed humps.

7.4.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None.

7.4.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

Not applicable.

7.4.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Simon Green, Executive Director, Place

Councillor Ian Auckland
Chair,
Cabinet Highways Committee
14th October, 2010