

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 9 December, 2010

PRESENT: Councillors Ian Auckland (Chair), Penny Baker, Shaffaq Mohammed and Colin Ross.

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1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor David Baker and Councillor Colin Ross attended the meeting as the duly appointed substitute.

2. DECLARATIONS OF INTEREST

Councillor Penny Baker declared a personal interest in agenda item 10 'Upperthorpe Permit Parking Scheme – Results of Second Consultation' (see minute no. below as a member of the Board of the Upperthorpe Healthy Living Centre.

3. MINUTES OF LAST MEETING

The minutes of the meeting of the Committee held on 9 December 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 278 signatures objecting to proposed parking restrictions surrounding Foxhill Medical Centre, Halifax Road, in connection with the proposed Asda Foodstore, Chaucer Road/Deerlands Avenue and that a report would be submitted to a future meeting of this Highways Committee and (b) containing 75 signatures objecting to proposed parking restrictions on Stannington Road and that a report would be submitted to a future meeting of this Highways Committee.

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 and, arising therefrom, the Head of Transport and Highways reported that item 7 would be submitted to the South Community Assembly and not the Northern Assembly as stated and that traffic calming measures had now been installed outside St. Catherine's School, Firs Hall Crescent in response to the petition included as number 12 in the Committee's report and

other representations made concerning delays to the implementation of the scheme following a reduction in the Highways budget.

7. EXECUTIVE FUNCTIONS DECISION RECORDS

The following decision(s) were taken by the Cabinet

7.1 AGENDA ITEM 9: SHIREGREEN: NEXT PHASE

7.1.1 DECISION TAKEN

RESOLVED: That the Committee approves Quadrant 3b proposals of the Shiregreen Streetscene Project.

7.1.2 REASONS FOR THE DECISION

7.1.2.1 To continue the roll out of the improvements in roads, footpaths and public areas across the Shiregreen Estate.

7.1.3 ALTERNATIVES CONSIDERED AND REJECTED

7.1.3.1 Not to proceed with the scheme.

7.1.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

None.

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: UPPERTHORPE PERMIT PARKING SCHEME – RESULTS OF SECOND CONSULTATION

7.2.1 DECISION TAKEN

RESOLVED: That the Committee approves:-

(a) the development of a Permit Parking scheme for a smaller area of Uppertorpe/Netherthorpe;

(b) leaving Area 4 (the existing 'Netherthorpe' scheme), update the signing in the area and redesignate as Area D;

- (c) leaving Area 6 (the existing restrictions for Meadow Street) and this be redesignated as Area B;
- (d) the inclusion of Area 5 and this be redesignated as Area C
- (e) the inclusion of parts of Areas 2 and 3 and that they be redesignated as Area A;
- (f) minor changes being made to Mushroom Lane to include Pay and Display Parking (Area D);
- (g) the advertisement of single yellow lines in areas that were excluded from the Permit Parking Zone, where residents/businesses had requested them, or requested them in the future whilst the Traffic Regulation Order (TRO) was advertised;
- (h) the advertisement amendments to double yellow lines on Uppertorpe outside numbers 105-113 in response to the petitioner's request and the replacement of 4 hour limited waiting with permit only parking on Westmoreland Street in response to petitioner's request and unrestricted parking be provided in the cul-de-sac area of Cleveland Street, Carnavron Street and the non residential side of Yeomans Street;
- (i) that further discussions be undertaken with Sheffield Homes about the status of off street car parking areas and their use by the general public and enforce as part of any Permit Parking Scheme;
- (j) the advertisement of the TRO for the revised scheme boundary subject to securing funding;
- (k) that residents be informed inside the new boundary if a new TRO was not going to be advertised;
- (l) residents/businesses be informed in the areas where the Uppertorpe Permit Parking scheme would not proceed; and
- (m) that the petitioners be informed of the Committee's decision.

7.2.2 REASONS FOR THE DECISION

- 7.2.2.1 To progress a permit parking scheme to address parking issues in the Uppertorpe area. However, the most recent round of consultation analysis showed a further need to modify the scheme, specifically the suspension of a scheme in Area 1 and parts of Areas 2 and 3, plus specific changes to restrictions in the remaining areas.
- 7.2.2.2 A third and final scheme consultation will take place in early 2011, when residents and businesses in the now redesignated Areas A to D will be consulted on the TRO that would implement the Permit Parking scheme.

7.2.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.2.3.1 Officers had considered the degree of support for the proposals and the content of each individual comment received. There was a clear split of those for and against a scheme in Areas 1, 2 and 3. For Area 1 it was also considered that the commercial nature of the area, combined with it being physically separated from the rest of the area by Infirmary Road did not lend it for inclusion in the overall Permit Parking Scheme. Surveys had shown that this area predominantly experiences daytime parking associated with the local businesses. There were a number of flats in this area; however the demands on parking capacity in this area were generally below the criteria. It was therefore suggested Area 1 be dropped. Existing restrictions will remain in this area, although some repainting of lines was required. In addition, some single and double yellow lines will be introduced to protect areas around junctions and accesses to improve visibility and road safety, whilst the public can make requests for additional lining at the TRO stage.

7.2.3.2 Parts of Area 2 around Philadelphia Gardens were also suggested to be dropped as the majority of the proposals had driveways, whilst this area was physically separated from Upperthorpe Centre itself. Surveys revealed that this area did not experience any real increase in parking demand between the daytime and evening, indicating that it was only residents who parked here. The addition of this Area focused around Upperthorpe Local Centre. In addition, single and double yellow lines will be introduced to protect areas around junctions and accesses in areas now excluded, particularly around the turning heads in the numerous cul-de-sacs in this area, whilst the public could make requests for additional lining at the TRO stage.

7.2.3.3 Area 3 was suggested to be substantially reduced focussed around Oxford Street, Albion Street which both provided links to Upperthorpe Local Centre and serve the nearby Middle School and Community Centre. Those roads exhibited some localised parking pressures. As a result, it was recommended a mix of limited stay and permit holder bays be introduced. Addy Street, which was an existing bus route, was also to be retained to complete this block. In addition, single and double yellow lines will be introduced to protect areas around junctions and accesses on street now excluded. The public could make requests for additional lining at the TRO stage. Surveys showed that the remainder of this area generally had low demand for parking, and although there was some additional daytime parking, this was not sufficient enough to warrant inclusion in a scheme.

7.2.3.4 It was proposed to maintain a Permit Parking Scheme in Areas 4, 5 and 6 due to strong public support and evidence from parking surveys, which revealed high levels of daytime commuter parking.

7.2.3.5 The resulting alterations to the boundary of the proposed scheme were identified on the drawing included as Appendix J to the report. For clarity the areas had been designated based on revised boundaries as follows:-

- Area A – Upperthorpe Centre (formerly parts of Areas 2 and 3)

- Area B – Meadow Street (formerly Area 6)
- Area C – Fawcett Street (formerly Area 5)
- Area D – Netherthorpe (formerly Area 4)

7.2.3.6 Appendices K to N of the report showed the detail of each of the new Areas respectively. Details of the now excluded Area 1 and parts of Area 2 could be found in Appendix O and Appendix P showed the excluded parts of Area 3.

7.2.3.7 Subject to approval, the TRO for the reduced-size scheme around Upperthorpe was programmed for consultation during early 2011. Should support for the scheme still be favourable after the TRO had been advertised and any objections satisfied, it was anticipated the Upperthorpe Permit Parking Scheme would also be implemented during the 2011/2012 financial year.

7.2.3.8 Any scheme such as this would require further amendments as parking patterns settle as a result of the new restrictions. It was proposed that the scheme would be reviewed once it had been fully operational for a period of six months. This review would seek to make minor changes to the scheme, where necessary, and would address any issues outside the scheme boundary, if appropriate. A series of parking surveys would also be undertaken to see how the scheme was operating and seeking to identify any areas where changes were needed following this.

7.2.4 **ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.2.4.1 Councillor Penny Baker declared a personal interest as a Member of the Board of Upperthorpe Healthy Living Centre.

7.2.5 **REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION**

7.2.5.1 Not applicable.

7.2.6 **RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.2.6. Simon Green, Executive Director, Place

7.3 **AGENDA ITEM 11: WIDER TAXI REVIEW STRATEGY**

7.3.1 **DECISION TAKEN**

RESOLVED: That the Committee:

(a) overrules the objections and the provisions of the Experimental Traffic Regulation Order are made permanent in accordance with the Road Traffic Regulation Act 1984;

(b) approves an additional notice being placed on the Pay and Display

machine in Devonshire Street, specifically highlighting that a bay is a taxi rank after 18.30 hours; and

(c) requests that the objectors be informed of the Committee's decision.

7.3.2 REASONS FOR THE DECISION

7.3.2.1 The Mansfield Road Objections

No residents had complained about this rank and providing a formal rank on Bagshaws Road could disadvantage private hire vehicles and perhaps lead to conflicts between the two types of taxi providers. Private hire representatives and the Police were consulted as part of the Wider Taxi Rank Strategy report.

7.3.2.2 The Devonshire Street Objection

There was a clear need for taxi rank provision to be made for customers in this very popular bar and restaurant area of the City. An alternative location had been tried and found not to work. No other businesses or residents had complained about the provision of this rank. Additional more specific signing on the Pay and Display machine, further highlighting that the bay becomes a taxi rank after 18.30, may help some drivers.

7.3.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.3.3.1 The Mansfield Road Rank

It was believed that the Wider Taxi Rank Review Strategy, undertaken by ARUP consultancy on behalf of the Council, considered placing a rank on Bagshaws Road to the side of the premises, where the private hire vehicles traditionally wait. As highlighted in the report, if a rank was placed in this location, other vehicles, including private hire, could not legally wait in the rank during its hours of operation. Placing the rank in this location would seem somewhat unfair to private hire drivers and may even have led to conflicts. It should also be noted that private hire drivers' representatives were consulted as part of the Wider Strategy.

7.3.3.2 The Devonshire Street Rank

As suggested in the objection, the Council first tried placing a rank on a side road in the vicinity, even though the City Centre Taxi Rank Review report proposed the current location as the best available. The alternative location, on Eldon Street, wasn't used after a while as the rank could not be easily seen from the bars and restaurants on Devonshire Street. Additionally, taxis and people travelling along Devonshire Street were also unaware if any taxis were in the rank and these taxis were, therefore, frequently 'flagged down' by customers in preference by customers in preference to walking to the rank which may be empty. Consequently, taxis using this side road rank which may be empty. Consequently, taxis using this side rank were losing custom;

7.3.3.3 It may be possible to put in place additional signs on street under the Local Government Act. However, it was not believed that this would significantly enhance the existing street signs and would increase 'street clutter' unnecessarily; and

7.3.3.4 It should be possible to place a more specific additional notice on the Pay and Display machine, that after 18.30 the bay became a taxi rank, in addition to the current highlighted warning which covered all eventualities. This could be implemented as a trial at this location.

7.3.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

7.3.4.1 None.

7.3.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

7.3.5.1 Not applicable.

7.3.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

7.3.6.1 Simon Green, Executive Director, Place

Councillor Ian Auckland
Chair,
Cabinet Highways Committee
13 January 2011