

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 10 February 2011

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

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1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Shaffaq Mohammed. 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 13 January 2011 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

6.1 Measures to Reduce the Level of School Related Traffic in the Neighbourhood of High Storrs Secondary School and Ecclesall Infant & Junior Schools

Mr Fitzmaurice attended the meeting to make representations to the Committee in support of the petition, containing 11 signatures, requesting measures to reduce the level of school-related traffic in the neighbourhood of High Storrs Secondary School and Ecclesall Infant and Junior Schools.

John Bann, Head of Transport and Highways, commented that a report on highway works associated with the upgrade of High Storrs School was on the agenda for the meeting today. A report on Safer Methods of Transport to School (SMOTS) would also be submitted to the meeting of the Committee to be held on 10 March 2011.

RESOLVED: That the information, now received, be noted.

- 6.2 The Committee noted the receipt of petitions (a) containing 224 signatures requesting traffic calming measures and road safety improvements around the Yorkshire Muslim Academy and that a report would be submitted to a future meeting of the Northern Community Assembly; and (b) containing 30 against the proposed traffic regulation order for Hayfield Crescent 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.

7. **EXECUTIVE FUNCTIONS DECISION RECORDS**

The following decision(s) were taken by the Cabinet

7.1 **AGENDA ITEM 18: BOCKING LANE HGV BAN**

7.1.1 **DECISION TAKEN**

RESOLVED: That the Committee:-

- (a) supports the decision taken previously by the South Community Assembly to ban HGVs from using Bocking Lane;
- (b) overrules the objections received to the Traffic Regulation Order banning HGVs on Bocking Lane;
- (c) supports the work already commissioned and funded by the South Community Assembly to assess the feasibility and implications of a wider restriction on HGVs using the residential area between Abbeydale Road and Chesterfield Road, with initial feedback in late March; and
- (d) requests that regular traffic monitoring be undertaken on Abbey Lane and Bocking Lane to assess the impact of the ban with a report to be submitted to a future meeting of the South Community Assembly.

7.1.2 **REASONS FOR THE DECISION**

- 7.1.2.1 The South Community Assembly had already considered the options outlined in the report and elected to proceed with Option 2. The Assembly had commissioned the broader feasibility work and seeks the Highways Committee's support in making the TRO to allow the implementation of the lorry ban on Bocking Lane. In doing so, Members will recognise that the objections to the TRO relate to lorries being re-routed onto Abbey Lane and that these will be addressed by the wider restriction work now being developed.

7.1.3 ALTERNATIVES CONSIDERED AND REJECTED

7.1.3.1 A number of alternative options had been considered and were presented to the Members at the South Community Assembly meeting of 6th January 2011. These included:-

7.1.3.2 1) to investigate the broader work described in the report and incorporate the recently advertised Bocking Lane lorry ban within this, although this would inevitably mean some delay in tackling the existing situation faced by Bocking Lane residents.

7.1.3.3 2) to investigate the broader work described in the report, but to implement the Bocking Lane lorry ban as soon as possible in advance of the broader work by seeking Cabinet Highways Committee endorsement of the required TRO (This was the option voted for).

7.1.3.4 3) to endorse the original lorry ban without further work on broader lorry routing.

7.1.3.5 4) to not introduce any restrictions on lorries and leave the situation as it is.

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 17: OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS ASSOCIATED WITH COMMUNITY ASSEMBLY LARGE HIGHWAY SCHEMES

7.2.1 DECISION TAKEN

RESOLVED: That the Committee:-

(a) overrules objections to the Traffic regulations on Firth Park Road, Stephen Lane, Rodney Hill Ecclesfield Road, Beighton Road and Whitehouse Lane be overruled in the interests of road safety, and the TROs be made in accordance with the Road Traffic Regulation Act 1984;

(b) that the signalised pedestrian crossing be installed on Ecclesfield Road as a matter of priority and that the reduction of the speed limit be discussed further with South Yorkshire Police;

(c) approves the scheme designs as shown in Appendices B-1 to B-6 attached to the report and constructed on site for those schemes where the TROs objections had been overruled; and

(d) requests that objectors be informed accordingly.

7.2.2 REASONS FOR THE DECISION

7.2.2.1 All the schemes highlighted in the report overall had considerable local public support. Given the level of support and the road safety advantages of installing measures at these locations it was considered that the benefits outweighed the disadvantages.

7.2.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.2.3.1 Alternative designs were considered during the design stage but would not meet local residents/priorities as identified by Community Assembly Members. The designs put forward were considered to deliver the required outcomes.

7.2.3.2 Removing the lessening the TROs for these schemes had been investigated but doing so would have adverse road safety consequences. It was considered that these schemes could not be delivered effectively without TROs.

7.2.3.3 A request from a local Councillor to defer the scheme at Stephen Lane, Grenoside for further consultation was considered and rejected.

7.2.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

7.2.4.1 None

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 9: OBJECTION TO THE PROPOSED TRAFFIC REGULATION ORDER: WORTLEY ROAD, HIGH GREEN

7.3.1 DECISION TAKEN

RESOLVED: That the Committee:-

(a) overrules the objection to the advertised Traffic Regulation Order (TRO);

(b) resolves that the TRO be made in accordance with the Road Traffic Regulation Act, 1984;

(c) requests that the objector be informed accordingly; and

(d) resolves that the proposed 15 minute restriction be introduced on Wortley Road.

7.3.2 REASONS FOR THE DECISION

7.3.2.1 Parking on Wortley Road will always be problematic due to its very nature. The carriageway is narrow, there are several businesses, residential properties and a school all in class proximity.

7.3.2.2 It is not anticipated that the proposals under consideration would significantly alter the overall parking situation on Wortley Road.

7.3.2.3 If the solution put forward by the objector was accepted problems would remain in the early mornings and at weekends.

7.3.2.4 In view of the above comments, it is recommended that the proposed 15 minute maximum stay parking should be introduced as advertised.

7.3.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.3.3.1 The compromise solution put forward by the objector was discussed with the agents acting on behalf of the Post Office and their view was that it did not adequately cover the hours during which deliveries take place, some being early morning or on Saturdays, and neither would it help customers wishing to park in the early mornings or on Saturdays and Sundays.

7.3.3.2 If the proposals were dropped in their entirety then access for delivery vehicles and customer parking would remain a problem.

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

7.4 AGENDA ITEM 10: HIGHWAY WORKS ASSOCIATED WITH THE UPGRADE OF HIGH STORRS SCHOOL

7.4.1 **DECISION TAKEN**

RESOLVED: That the Committee:-

(a) approves the series of measures shown on drawing numbers TM/ED02830/C1a and TM/ED02830C2a, as set out in Appendix A attached to the report, and that the detailed design be completed and the scheme issued to Street Force for consideration;

(b) approves the necessary changes to the Traffic Regulation Order being advertised following objections from residents received in June 2010 and the additional consultation undertaken in August 2010. If no further objections were received the order be made in accordance with the Road Traffic Regulation Act 1984;

(c) requests that any objections be reported to this Committee in due course for consideration;

(d) requests that the lead petitioner of the High Storrs parking petition be informed of the results of the investigations undertaken by officers and of the decision to monitor the parking on High Storrs Close following the completion of the associated highway works for High Storrs School;

(e) requests that Ward Councillors be informed that the parking situation be monitored on Ringinglow Road following the completion of the associated highway works for High Storrs School; and

(f) requests that the Head of Transport and Highways undertake consultation with residents of High Storrs Close to attempt to resolve parking problems on the Close.

7.4.2 **REASONS FOR THE DECISION**

7.4.2.1 The Transport Assessment, speed survey data, pedestrian counts and comprehensive public consultation were instrumental in identifying and shaping the highway mitigation measures for High Storrs School. Throughout the consultation period officers also investigated the concerns of residents and made changes where feasible. At all stages, residents were kept informed of such changes and made aware of the next steps in the feasibility and design process.

7.4.3 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

7.4.3.1 The Transport Assessments undertaken identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the High Storrs School development.

7.4.3.2 During the development of the scheme a number of alternative options were considered which were within the scope of the mitigation measures, These included:-

- The provision of vertical traffic calming measures on Ringinglow Road in

the form of cushions or plateaux on the approaches to the proposed signalised crossing.

Speed surveys were undertaken in free flowing conditions (after morning peak) on Wednesday 1 July 2009 at four locations. On the approaches to High Storrs Road, in both directions, 85th percentile speeds (speed at which 85% of vehicles were travelling at or below) were shown to be 30-32mph. Between High Storrs Road and Edale Road 85th percentile speeds were slightly higher at 32-34mph but still relatively close to the 30mph limit. In view of the survey results, officers decided that horizontal measures in the form of two build outs together with signing and lining changes would be the most appropriate measures on the approach to the new crossing facility.

- Provision of a kerb build-out to reduce the speed of vehicles making the left turn into High Storrs Road from Ringinglow Road.

The Traffic Assessment recommended investigation of the possibility of providing a tighter left turn for vehicles at the above location. Following the computer simulation, Autotrack and observed turn of buses at this location, it would not be possible to provide this measure without compromising the safety of pedestrians. A build out would require a bus to over-run the footway if a vehicle was waiting to turn out on to Ringinglow Road. This would be unacceptable in road safety terms.

7.4.4 **ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.4.4.1 None.

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

7.4.5.1 Not applicable.

7.4.6 **RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.4.6.1 Simon Green, Executive Director, Place.

7.5 **AGENDA ITEM 11: ECCLESALL ROAD SMART ROUTE: SCHEME CONSULTATION AND IMPLEMENTATION**

7.5.1 **DECISION TAKEN**

RESOLVED: That the Committee:-

(a) notes the outcome of consultation to date;

(b) approves the second stage of consultation on the Ecclesall Road Smart Route, including more detailed proposals for Ecclesall Road from Moore Street roundabout to Abbey Lane as identified in section 4.10 of the report; and

(c) authorises the immediate construction of the designed changes at the 'inbound' bus stop on Ecclesall Road South near Knowle Lane.

7.5.2 REASONS FOR THE DECISION

7.5.2.1 The recommendations put forward are based on requests and information received during the scheme feasibility stage from residents and businesses on Ecclesall Road and from extensive survey work carried out plus a comprehensive consultation exercise. It was recommended to continue to progress with implementing The Ecclesall Road Smart Route.

7.5.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.5.3.1 Officers have considered the degree of outline support for the proposals and the content of each individual comment received. Where larger numbers of respondents were in favour of an intervention these had been prioritised. Doing no further consultation on these proposed interventions was an option, but would be contrary to the Putting the Customer First Objective of the Council Plan "A City of Opportunity".

7.5.3.2 In terms of investment in the Knowle Lane bus shelter, doing nothing was an option, but would lead to a continuation of the poor passenger waiting facilities at this important stop. The recently approved 'Vision for Excellent Transport in Sheffield' aims to foster a culture where the car was not always the first choice. As part of a wider package of measures to improve public transport reliability, improving the quality of the public transport waiting environment in this location could encourage more people to choose to use public transport as an alternative to the car for some journeys.

7.5.3.3 Moving the locations of the existing crossing at Ringinglow Road (outbound) to 'beyond' the Ringinglow Road junction to help provide breaks in the traffic for right turning vehicles – as well as providing more space for waiting vehicles out of the way of through traffic.

7.5.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

7.5.4.1 None.

7.5.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

7.5.5.1 Not applicable.

7.5.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

7.5.6.1 Simon Green, Executive Director, Place.

7.6 AGENDA ITEM 13: HILLSBOROUGH BUS/TRAM GATE HOURS OF OPERATION CHANGES: 12 MONTH MONITORING REPORT AND REVIEW

7.6.1 **DECISION TAKEN**

RESOLVED: That the Committee:-

- (a) notes the findings of the third and final monitoring report;
- (b) resolves that the relaxation in operational hours of the bus/tram gate be made permanent;
- (c) requests that regular monitoring and annual reviews of network capacity, traffic flows and journey times be undertaken and they be reported back to this Committee;
- (d) officers be requested to continue to liaise with public transport operators, South Yorkshire Passenger Transport Executive and the Central Community Assembly to provide feedback on journey times and network capacity.

7.6.2 **REASONS FOR THE DECISION**

- 7.6.2.1 The relaxation of the hours of operation of the bus/tram gate on Langsett Road was introduced via an 18 month Experimental Traffic Regulation Order (ETRO). The nature of this process requires the change to be either made permanent or removed within its lifetime. Residents, businesses and visitors to Hillsborough are now used to this arrangement and generally seem happy with the change. It was, therefore, recommended to make the change permanent.
- 7.6.2.2 Traffic levels on Langsett Road had significantly increased, including some traffic transferring between Penistone Road and Langsett Road. This increase does require adjustments of the traffic signals to compensate, which can translate to additional delays, though the junction had sufficient capacity at present. Therefore, it is recommended to undertake regular monitoring and review of journey times, traffic flows and network capacity. Should either public transport or traffic network capacity at Hillsborough Corner be significantly compromised, this will be outlined within the report to this Committee, along with options to resolve the problems, including the removal of the relaxation.
- 7.6.2.3 It was acknowledged that the relaxation in operational hours of the bus/tram gate had had some impact, notably marginal increases in some public transport journey times. However, it was considered these were not severe enough to warrant its removal.
- 7.6.2.4 Feedback from public transport users and visitors to Hillsborough District Centre had been positive. The small increases in journey times go unnoticed by public transport passengers, whilst the highway network has demonstrated sufficient spare capacity to accommodate the additional traffic that had been attracted along Langsett Road between 1100 to 1500 hours. Importantly, the relaxation was during the inter-peak, when traffic flows on the network are lower. Modifications to the traffic signal timings

had actually provided some benefit for trams, resulting in reduced journey times.

7.6.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.6.3.1 Officers had considered the impact the relaxation in operational hours of the bus/tram gate on Middlewood Road and Langsett Road had had since its introduction in November 2009. To restore the restriction back to 0700 to 1900 hours would reduce public transport journey times. However, this was not supported by many residents and businesses, or by local Councillors. At present the Langsett Road/Middlewood Road junction operated with sufficient spare capacity at all times, with the exception of a few hours during home match days at Sheffield Wednesday. Importantly, the relaxation operated between 1100 to 1500 hours when traffic flows and resulting pressures across the network were lower.

7.6.3.2 The current relaxation did not make Hillsborough District Centre Centre easier to reach. However, the additional traffic along Langsett Road had reintroduced issues with traffic queuing back at the Langsett Road/Forbes Road pedestrian crossing. There are a number of possible remedial solutions, including an additional signal head on the crossing. Should the relaxation remain (as recommended) a solution should be developed with Community Assembly funding.

7.6.3.3 Supertram had recently developed a new data system, which provided information on the punctuality of trams arriving at platforms. However, this system had only been in existence since late 2010, and as such only included data following the relaxation. It is suggested this system be used as part of the ongoing monitoring and reporting going forward to understand any change to tram journey times.

7.6.3.4 The attractiveness of Langsett Road as an outbound route appeared to have taken some traffic from the parallel Penistone Road corridor, which was designed to be the main route. Should the Penistone Road SMART route be implemented, this was likely to attract traffic back and take any pressures off Langsett Road and its junctions, whilst improving public transport journey times.

7.6.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

7.6.4.1 Not applicable.

7.6.4.2 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

7.6.4.3 Not applicable.

7.6.5 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

7.6.5.1 Simon Green, Executive Director, Place.

7.7 **AGENDA ITEM 15: MEADOWHEAD TRAFFIC SCHEME REVIEW**

7.7.1 **DECISION TAKEN**

RESOLVED: That the Committee:-

(a) endorse the review work undertaken to date, including assessing the feasibility and implications of providing a “continuous” second traffic lane from Abbey Lane back to the Morrisons junction and beyond, removing the pre-signals and providing speed activated warning sign(s) and other modifications;

(b) supports seeking Local Transport Plan funding to make the proposed changes as part of ongoing transport capital programme discussions; and

(c) requests a further report be submitted to a future meeting of this Committee on the parking and side road arrangements within Woodseats district shopping centre.

7.7.2 **REASONS FOR THE DECISION**

7.7.2.1 The current layout did not “feel right” to drivers because it was unconventional and seemed to artificially restrict traffic at a location where there was plenty of road space. Priority had not been able to be given to buses which did not carry operating detector equipment. Changes were proposed which would not materially affect bus operations but which would be much more acceptable to the public.

7.7.3 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

7.7.3.1 Many alternative options had been considered over the years. As part of the current review of the approach to Woodseats, the options had been as follows:-

7.7.3.2 1) To investigate the principle of providing a “continuous” second traffic lane from Abbey Lane back to the Morrisons junction and beyond, leaving the existing pre-signals and speed management strategy in place.

7.7.3.3 2) To investigate the principle of providing a “continuous” second traffic lane from Abbey Lane back to the Morrisons junction and beyond, removing the pre-signals and providing alternative speed management in the form of speed activated warning sign(s) together with other modifications.

7.7.3.4 3) To leave the situation as it is after investigating the operations of the pre-signals and the lights at the Morrison’s junction.

7.7.3.5 4) To leave the road layout as it is; remove the pre-signals and have buses give way to general traffic at the end of the bus lane at the pre-signal junction.

7.7.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

7.7.4.1 None.

7.7.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

7.7.5.1 Not applicable.

7.7.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

7.7.6.1 Simon Green, Executive Director, Place.

7.8 AGENDA ITEM 16: SPITAL HILL: NEW JUNCTION DESIGN AND HIGHWAY IMPROVEMENTS ASSOCIATED WITH A NEW TESCO SUPERSTORE

7.8.1 DECISION TAKEN

RESOLVED: That the Committee:-

- (a) approves the highway improvement works as shown on drawing number 718488/1100/001 attached to the report;
- (b) approves the necessary Traffic Regulation Order works shown on drawing number's TR/39/1008- Tesco 1, 2 and 3 as attached to the report and overrules the outstanding objections to this order; and
- (c) requests that, in the light of representations received, officers undertake further negotiations with Tesco in respect of those affected by the new highway arrangements on Carlisle Street.

7.8.2 REASONS FOR THE DECISION

7.8.2.1 To facilitate the construction of the new retail store and office complex, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is reasonably practical. The proposals address the requirements of the planning consent granted by the Planning and Highways Board.

7.8.2.2 The provision of this store and office complex is fully supported by the City Council, and was viewed as an essential element of the regeneration proposals for the Spital Hill area.

7.8.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.8.3.1 In the Transport Assessments (TA) undertaken the external Consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the store.

7.8.3.2 During the development of the TA, a significant level of traffic modelling was

undertaken using the City Council's SATURN and AIMSUM models, to identify the optimum arrangement in and around the surrounding highway network. This modelling included some testing with alternative access arrangements, and using just one access point. The conclusion of this testing was the current proposed access arrangements provided the optimal solution.

7.8.4 ANY INTEREST DECLARED OR DISPENSATION GRANTED

7.8.4.1 None.

7.8.5 REASON FOR EXEMPTION IF PUBLIC/PRESS EXCLUDED DURING CONSIDERATION

7.8.5.1 Not applicable.

7.8.6 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

7.8.6.1 Simon Green, Executive Director, Place.

7.9 AGENDA ITEM 12: DELEGATION OF CERTAIN HIGHWAYS DECISIONS TO THE COMMUNITY ASSEMBLIES

7.9.1 DECISION TAKEN

<p>RESOLVED: That the Committee:-</p> <p>(a) delegates to Community Assemblies the power to decide on the design of any schemes or proposals which are wholly funded by them; and</p> <p>(b) requests that the appropriate amendments be made to the Leader's Scheme of delegation.</p>

7.9.2 REASONS FOR THE DECISION

7.9.2.1 The recommendations reflect the wishes of the Committee at its June meeting and relevant Council policies, whilst taking into account the views of the Assembly Chairs as well as administrative and management resources.

7.9.2.2 As the recommendations related to executive functions as defined in the Constitution it will be necessary (as required by the Constitution) to formally amend the Leader's Scheme of Delegation. The division of executive functions has to be formally recorded in the Scheme of Delegation.

7.9.3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

7.9.3.1 The alternative option would be to not delegate any functions to Community Assemblies but to retain the current decision-making arrangements under Cabinet Highways Committee or through officer delegation. This option would not be in accordance with the Council policies for greater local accountability.

7.9.3.2 The delegation of relevant highway decisions to Community Chairs was discussed at the Community Assembly Chairs Group on 11th November 2010 and 11th January 2011. At the meeting in November the Group, whilst welcoming the principle of increased delegation, expressed concern at the potential volume of highways business that the Assemblies would have to deal with at their public meetings given the already full agendas. The Group's preference was to deal with the more contentious/important issues. At the meeting on the 11th January 2011, Members of the Cabinet Highways Committee discussed the issue with the Group. The reservation about extra work load for Assemblies was again raised, particularly dealing with objections to traffic orders which can be contentious and take up a lot of time at public meetings. As a result, it was agreed that Assemblies would approve the design of highways schemes funded by the Assemblies. Objections to TROs would still be heard by the Highways Committee. An Assembly could organise a public meeting on a controversial highways issue (Including TROs). The recommendation of the public meeting would be passed on to the Highways Committee, who would give it due consideration. The Assembly Chairs Group requested that all consultations on TROs should include the relevant Community Assembly, with information passed to the appropriate Assembly Manager.

7.9.4 **ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.9.4.1 None.

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

7.9.5.1 Not applicable.

7.9.6 **RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.9.6.1 Simon Green, Executive Director, Place.

7.10 **AGENDA ITEM 14: HIGHWAY WORKS FOR THE PROPOSED RETAIL PARK, KILNER WAY**

7.10.1 **DECISION TAKEN**

RESOLVED: That the Committee approves the series of measures as shown on drawing number 5857/011 REV B as set out in Appendix B attached to the report.

7.10.2 **REASONS FOR THE DECISION**

7.10.2.1 The development had previously been through the planning process and received assent of the Council. The extent of the offsite highway works were agreed with officers before permission was granted.

7.10.2.2 The proposed works had been generally accepted by those that

responded to the consultation process.

7.10.2.3 In conjunction with some of the proposed measures shown on drawing number 5857/011 Rev B, Traffic Regulation Orders were required to enable safe and efficient operation of the highway. These had been advertised and no objections had been received.

7.10.3 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

7.10.3.1 The Transport Assessments (TAs) undertaken by external consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the Kilner Way development.

7.10.3.2 During the development of the TAs, a significant level of traffic modelling was undertaken to identify the optimum highway alignment on Halifax Road from Kilner Way to Foxhill Road. This was agreed with Council officers before planning permission was granted.

7.10.3.3 During the design process, the option to ban left turn movements out of Foxhill Road was proposed and advertised. Due to objections received – primarily from SYPTE, this option was not pursued.

7.10.4 **ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.10.4.1 None.

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

7.10.5.1 Not applicable.

7.10.6 **RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.10.6.1 Simon Green, Executive Director, Place.

7.11 **AGENDA ITEM 19: SHIREGREEN STREETSCENE IMPROVEMENTS STAGE 4**

7.11.1 **DECISION TAKEN**

RESOLVED: That the Committee approves Quadrant 4 proposals of the Shiregreen Streetscene Improvement Project.

7.11.2 **REASONS FOR THE DECISION**

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

7.11.3 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

7.11.3.1 Not to proceed with the scheme.

7.11.4 **ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.11.4.1 None.

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

7.11.5.1 Not applicable.

7.11.6 **RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.11.6.1 Simon Green, Executive Director, Place.

Councillor Ian Auckland
Chair,
Cabinet Highways Committee
10 March 2011

DRAFT