

## **MEETING OF THE CABINET HIGHWAYS COMMITTEE**

**held 14 April 2011**

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

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### **1. APOLOGIES FOR ABSENCE**

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| 1.1 | <u>Apologies</u>            | <u>Substitute</u> |
|     | Councillor Shaffaq Mohammed | None              |

### **2. DECLARATIONS OF INTEREST**

- 2.1 Councillor David Baker declared a personal interest in item 8 (a) (a) (petition containing 831 signatures requesting a pedestrian crossing on Stannington Road) as a local ward Councillor who was aware of the level of public support for a crossing at the location referred to.

### **3. MINUTES OF LAST MEETING**

- 3.1 The minutes of the meeting of the Committee held on 10 March 2011 were approved as a correct record.

### **4. PUBLIC QUESTIONS AND PETITIONS**

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

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

- 5.1 The Chair reported that, following approval of the Cabinet report 'Road Signs and Street Clutter in Sheffield' on 9 February 2011, consultation had taken place with Community Assemblies to determine a provisional list of road signs and street clutter which they felt should be removed from their area as they were considered unnecessary. He further reported that he had circulated this list to Members of the Cabinet Highways Committee who had approved the list. The Head of Transport and Highways would now give final approval of the schemes under his delegated powers.

### **6. PETITIONS**

- 6.1 New Petitions  
The Committee noted for information the receipt of petitions (a) containing 831 signatures requesting a pedestrian crossing on Stannington Road and that this would be referred to the Northern Community Assembly and (b) containing 105 signatures concerning the volume of traffic travelling through Ecclesfield via Church Street, St. Mary's Lane, Wheel Lane and Stocks Hill and that this

would be referred to the Northern Community Assembly.

6.2 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 9: LOCAL SUSTAINABLE TRANSPORT FUND**

7.1.1 The Executive Director, Place submitted a report outlining the South Yorkshire Integrated Transport Authority (SYITA) bid to the Local Sustainable Transport Fund (LSTF) and summarising the theme for the bid and the projects being put forward, as the bid has been signed-off for submission.

7.1.6 **DECISION TAKEN**

RESOLVED: That the Committee:-

(a) supports the South Yorkshire Integrated Transport "Key Component" Bid to the Local Sustainable Transport Bid; and

(b) notes that officers across South Yorkshire were developing a package of sustainable transport interventions to include in the major bid to the Local Sustainable Transport Fund informed by the challenges and goals identified in the Sheffield City Region Transport Strategy.

7.1.7 **REASONS FOR THE DECISION**

7.1.7.1 To advise on the nature and progress on the bids to the Sustainable Transport Fund in order to keep Members informed and to gain support for the schemes and proposals being developed and put forward. To deliver Sustainable Transport and associated benefits in Sheffield.

7.1.8 **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

7.1.8.1 Various themes and approaches had been considered, before arriving at the chosen approach. These included taking specific local problems as 'themes' for the bid and focusing on modes of travel to deal with those problems/themes. However, it was considered that the chosen approach most closely aligned with the objectives of the fund and that view was based on the information received at regional workshops with the Department for Transport and on feedback received from discussions with

them.

**7.1.9 ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.1.9.1 None

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

7.1.10.1 Not applicable

**7.1.11 RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.1.11.1 Simon Green, Executive Director, Place

**7.2 AGENDA ITEM 10: PENNINE HOUSING – WISEWOOD AND MANOR PARK STREETSCENE IMPROVEMENTS**

7.2.1 The Executive Director, Place submitted a report setting out highway improvements associated with the Pennine Housing Association Decent Homes Programme for Wisewood and Manor Park. These had been developed by a working group involving Pennine, together with the Council's Neighbourhood (Housing, Enterprise and Regeneration) and Transport and Highways staff.

**7.2.2 DECISION TAKEN**

RESOLVED: That the Committee:-

(a) approves the proposals of the Wisewood and Manor Park Streetscene Improvement Projects; and

(b) approves the incorporation of a Wisewood 20mph Zone within the proposals, subject to funding approval from the Central Community Assembly.

**7.2.3 REASONS FOR THE DECISION**

7.2.3.1 To continue the roll out of the improvements in roads, footpaths and public areas across the Wisewood and Manor Park Estates.

**7.2.4 ALTERNATIVES CONSIDERED AND REJECTED**

7.2.4.1 Not to proceed with the scheme.

**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**

7.2.6.1 Simon Green, Executive Director, Place.

7.3 **AGENDA ITEM 11: SHIREGREEN 20MPH SPEED LIMIT ZONE**

7.3.1 The Executive Director, Place submitted a report on five objections received to the Speed Limit Order (SLO) for the proposed 20mph speed limit in the Shiregreen Area.

7.3.2 John Bann, Head of Transport and Highways circulated amendments to the report as follows:-

- Paragraph 4.5 to read: 'The Police, Ambulance Service, South Yorkshire Fire and Rescue and the South Yorkshire Passenger Transport Executive (SYPTTE) were sent scheme proposals for comments. No objections were received.'

The North-East Community Assembly and local ward Councillors were sent scheme proposals and we have received favourable comments about the scheme.'

- Paragraph 4.13 (Relevant Implications) to read: 'Sanctuary Housing will pay for the initial design works starting in 2010/11 and for the physical construction works, which are estimated at not more than £35,000, and will be undertaken by Street Force. The Council will then repay the housing association using the 2011/12 and 2012/13 Local Transport Plan over a two year period. The Council will also fund local road safety education, training and publicity, including a 'hearts and minds' campaign about lower speeds from the road safety revenue budget.'

7.3.3 **DECISION TAKEN**

RESOLVED: That the Committee:-

- (a) overrules objections to the Speed Limit Order for the proposed Shiregreen 20mph speed limit be overruled in the interests of road safety;
- (b) resolves that the Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;
- (c) approves the construction of the 20mph scheme over the area as shown in Appendix A to the report; and
- (d) requests that the objectors be informed accordingly.

7.3.4 **REASONS FOR THE DECISION**

7.3.4.1 The Shiregreen 20mph area has general local public support. Of those residents who responded, the majority were in favour of the scheme. Given the level of support and the road safety advantages of introducing a 20mph speed limit at this location, it was considered that the benefits outweighed the concerns received. The proposed 20mph limit was appropriate for residential streets where there were vulnerable road users,

including children and elderly pedestrians.

7.3.4.2 A modest reduction in vehicle speeds could benefit the health of local residents, through increased encouragement for physical activity (such as walking to schools and shops and cycling) and through a reduction in injuries and fatalities associated with road traffic collisions.

7.3.5 **ALTERNATIVES CONSIDERED AND REJECTED**

7.3.5.1 The alternate option would be for the speed limit in Shiregreen to remain 30mph. However, this would lead to the same level of road accidents and vehicle speeds.

7.3.5.2 It was considered that this scheme could not be delivered without the 20mph Speed Limit Order.

7.3.6 **ANY INTEREST DECLARED OR DISPENSATION GRANTED**

7.3.6.1 None.

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

7.3.7.1 Not applicable.

7.3.8 **RESPECTIVE DIRECTOR RESPONSIBLE FOR IMPLEMENTATION**

7.3.8.1 Simon Green, Executive Director, Place

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Councillor Ian Auckland  
Chair  
12 May 2011