

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 14 July 2011

PRESENT: Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Helen Mirfin-Boukouris.

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1. APOLOGIES FOR ABSENCE

1.1 There were no apologies for absence.

2. DECLARATIONS OF INTEREST

2.1 Councillor Bryan Lodge declared a personal interest in item 9 (Wicker/Derek Dooley Way Junction and Bus Gate) as he had a City Centre business and did not participate in the discussion or the vote on that item.

3. MINUTES OF LAST MEETING

3.1 The minutes of the meeting of the Committee held on 9 June 2011 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

Petitions

4.1 Claire Draffin spoke in connection with the petition she had submitted to the Council Meeting in June 2011 containing 422 signatures opposing the Ecclesall Road Smart Route Proposals. A report on the proposals was due to be submitted to this Committee in September 2011. She objected to the principle that it would ease traffic flows and considered that this would be at the expense of the safety of cyclists and pedestrians. It was also considered that the proposals would increase the number of cars on the route, encourage people to make small journeys and increase the amount of pollution. She indicated that local people did not support the proposal to make the Hunters Bar roundabout smaller. Also there was concern that a couple of the pedestrian crossings in that area would be relocated further away. Ms Draffin considered that the scheme would be expensive and not solve the problem of congestion. Longer term gains might be possible with more traffic calming measures and safer crossing points.

4.2 The Committee noted this information.

Public Question

4.3 Alan Kewley, a local resident and member of a community group, referred to the item on 20 mph limits in residential areas that was due to be on the agenda for this meeting. He referred to the decision of this Committee last year to undertake consultation on the proposal via Community Assemblies

but this had not happened. The South West Community Assembly had been informed that this Committee would need to approve the proposal. He sought an assurance that a report on the introduction of 20 mph limits in residential areas would be about the detail and not the principle of its introduction. Mr. Kewley asked when this Committee would give approval for the consultation to start.

4.4 In response, Mr John Bann (Head of Transport & Highways) reported that this Committee had agreed last year that 20 mph schemes in residential areas be developed and decided by Community Assemblies and that discussions are held with Community Assemblies about developing 20 mph schemes in their areas. He understood that his officers had attended all the Community Assemblies. A report back on the discussions with Community Assemblies and the details of potential schemes proposed by the Assemblies would be submitted to the meeting of this Committee on 8 September 2011. The report had been deferred until the new Administration had confirmed its approach to such schemes and the available budget.

4.5 Councillor Leigh Bramall (Chair of the Committee) stated that the Administration was committed to introducing 20 mph schemes.

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

5.1 There were no items called in for Scrutiny or referred to this Committee.

6. **PETITIONS**

New Petitions

6.1 The Committee noted for information the receipt of petitions (a) containing 422 signatures opposing the Ecclesall Road Smart Route Proposals and (b) containing 1269 signatures objecting to heavy goods vehicles using the lanes in the Mayfield Valley and requesting an all-vehicle speed limit.

Outstanding Petitions List

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

EXECUTIVE FUNCTIONS DECISIONS RECORD

7. **BUILDING SCHOOLS FOR THE FUTURE: HIGH STORRS SCHOOL – RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION**

7.1 The Executive Director, Place submitted a report informing Members of comments received following public consultation on proposed changes to waiting restrictions on Huntley Grove, Huntley Road and High Storrs Close, together with a response to the comments received, and making a number of recommendations related to each individual road.

7.2 The report also provided an update on a petition that was received by the South West Community Assembly in January 2011, requesting measures to reduce the level of school related traffic in the neighbourhood of High Storrs and Ecclesall Schools.

Public Question

7.3 Mr. Kevin Fearon, a resident of High Storrs Close, spoke in respect of the report and stated that he had not seen any parking problems. He thanked officers for the consultation, visits and sensible conclusions in the report. Mr Fearon considered that the recommendations would not lead to an increase in traffic.

7.4 Councillor Leigh Bramall (Chair of the Committee) referred to correspondence that been received from Mr Alan Bennett, a resident of High Storrs Close, raising concern at the outcome of the report and asking that the wishes of the majority of the residents of High Storrs Close, who had requested the option for single yellow lines on that road, are honoured.

7.5 James Burdett (Traffic Management Engineer) stated that it was the view of officers that single yellow lines should not be provided on High Storrs Close. A number of visits had been undertaken at different times of the day and at school drop off time there was some parking on High Storrs Close but it was not excessive.

7.6 **Decision Taken**

7.6.1 RESOLVED: That the Committee:-

- (a) approves the implementation of measures set out in Appendix B of the report now submitted, namely:
 - (i) an additional length of double yellow lines on High Storrs Close,
 - (ii) an additional length of double yellow lines on Huntley Road and
 - (iii) School Keep Clear and Bus Stop Clearway markings on High Storrs Road;
- (b) requests that residents of High Storrs Close, High Storrs Road and Huntley Grove be offered 'H' markings across their driveways;
- (c) approves further monitoring of the parking situation on High Storrs Close and Huntley Grove in Autumn 2011 and, if necessary, the need for further waiting restrictions be brought to the attention of the South West Community Assembly;
- (d) requests that the Lead Petitioner be informed of the measures being taken to reduce school-related traffic in the vicinity of High Storrs Secondary and Ecclesall Junior School: and
- (e) requests that all respondents to the consultation be informed of the decisions made.

7.7 Reasons For The Decision

7.7.1 Officers have given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations are considered to be a balanced attempt to address residents' concerns.

7.8 Alternative Options Considered And Rejected

7.8.1 These proposals have been developed following previous consultations in 2010. A number of other options have now been considered as discussed within the report. Alternative proposals could be developed later in 2011 if deemed necessary.

7.9 Any Interest Declared Or Dispensation Granted

7.9.1 None.

7.10 Reason For Exemption If Public/Press Excluded During Consideration

7.10.1 Not applicable.

7.11 Respective Director Responsible For Implementation

7.11.1 Simon Green, Executive Director, Place

8. BUILDING SCHOOLS FOR THE FUTURE: CITY SCHOOL – RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATION

8.1 The Executive Director, Place submitted a report informing Members of comments received following public consultation on proposed highway works on Stradbroke Road, Normanton Spring Road and Coisley Hill relating to the redevelopment of City School, together with a response to the comments received and recommended that an amended scheme be approved.

Public Questions

8.2 Mrs Heather Slater, a resident of Normanton Spring Road, raised a number concerns relating to the proposals, including the effect of the proposed positioning of speed humps and double yellow lines outside her property and on the opposite side of the road. Also the proposed raised area at the junction of Linley Lane, Normanton Spring Road and Haxby Street was already a hazardous area because of the sharp bend when travelling down Normanton Hill and the proposal would make it more of a hazard, particularly in the winter if the gullies over flowed that would bring a risk of ice and aquaplaning. Mrs Slater also asked why the revised plans could not be viewed in the Woodhouse area, such as at City School, Woodhouse west School, Woodhouse Library, Woodhouse Post Office or the church. She also referred to the concerns raised by Mrs Annetta Keeton that the proposed speed hump between numbers 33 and 35 Normanton Spring

Road would make reversing into the drives of those properties an even more dangerous manoeuvre.

8.3 In response, James Burdett (Traffic Management Engineer) indicated that the original plans were available in the local library. Details of the revised scheme and the report to this Committee had been sent to everyone that had been consulted. The revised plans had not been made available for inspection locally but this could be considered as part of the consultation for any future schemes.

8.4 Mrs Elsie Smith, a local resident, (a) stated that the proposal had not been considered by the East Community Assembly and considered that there was a need for a meeting at the local school or the Working Men's Club on Coisley Hill, (b) asked whether there was a developer for the redevelopment of the School or if it was funded by the Council's capital budget, (c) commented that the Smiley Speed Indication Device (SID) that had been located on Normanton Hill had been removed within a few weeks and suggested that the devices should also be located outside Richmond Park, Dyke Vale Road and Nether Wheel Row, (d) raised concern at the lack of funding to deal with the poor road surfaces in the area, (e) also raised concern at the effect of the proposed crossing on Dyke Vale Road due to the amount of traffic, particularly for schoolchildren and (f) and asked whether the School Crossing Patrol on Dyke Vale Road would be retained.

8.5 In response, Mr John Bann (Head of Transport & Highways) stated that the Smiley SID had been moved as national research showed that they only had an impact at a location for a few months. The device was being moved to different locations in the area and was sited on Normanton Hill at the request of local Members. He indicated that there was a developer for the redevelopment of the City School.

8.6 Mr Jim Crossland, a resident of Normanton Spring Road, raised concern at the speed of traffic on that road and the difficulty this caused in reversing into his drive. He also referred to the number of accidents at the junction of Normanton Hill and Linley Lane.

8.7 **Decision Taken**

8.7.1 RESOLVED: That the Committee:

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| <p>(a) defers consideration of this item to its next meeting and requests that the matter be referred to the East and South East Community Assemblies to allow for appropriate local consultation to take place on the proposals; and</p> <p>(b) requests the Executive Director, Place to ensure that where consultation is taking place on any highway proposals, those consulted receive copies of all plans, including any revisions, and that the plans are made available for inspection at suitable local locations.</p> |
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9. **WICKER/DEREK DOOLEY WAY JUNCTION AND BUS GATE**

9.1 The Executive Director, Place submitted a report informing Members of the current situation in the Wicker area following the report to this Committee on 17 June 2010 and the decision of the Committee on 9 June 2011 to defer consideration of any changes to the hours of operation of the Wicker bus gate until a site visit has been undertaken.

Public Questions

9.2 Mr Wahid Nazir, the owner of a business on the Wicker, asked if feedback was available on the site visit. He was seeking the relaxation of the operation of the bus gate in the evening and referred to the effect the recession and the bus gate was having on businesses in the Wicker. The Wicker was seen as an area of excellence for food and people travelled from other areas of Sheffield and outside Sheffield. He considered that accessibility to the Wicker could be improved if the hours of operation of the bus gate were relaxed.

9.3 Ellie Bennett, Associated Chemists, Wicker Pharmacy, informed the Committee that since the petition had been submitted 3 years ago asking for the bus gate to be relaxed, 4 businesses had ceased trading. She referred to the results of a national NHS pharmacy survey which had highlighted, in relation to the Wicker Pharmacy, poor access, limited parking due to the road layout and that access to the car park should be clearer. She emphasised that customers were having difficulty accessing the Wicker Pharmacy.

9.4 Councillor Leigh Bramall (Chair of the Committee) stated that he had visited the Wicker and the similar road layout in Derby referred to in the report. He considered that if the hours of operation were relaxed it was likely that more drivers would make an illegal left turn and, on safety grounds, no changes should be made.

9.5 **Decision Taken**

9.5.1 RESOLVED: That the Committee:-

(a) approves no changes being made to the hours of operation of the Wicker bus gate; and

(b) requests the Cabinet Member for Business, Jobs and Growth to give consideration to further promotion of the Wicker area.

9.6 **Reasons for the Decision**

9.6.1 Notwithstanding the continued recession, there appears to have been few material changes to local businesses over the last year. The traffic situation also appears to be similar to thirteen months ago, whilst the trend in the number of Penalty Charge Notices issued to motorists continues to decline.

9.7 **Alternative Options Considered And Rejected**

9.7.1 No new alternatives have been considered for this report. However, a number of alternatives were considered in the earlier reports.

9.8 **Any Interest Declared Or Dispensation Granted**

9.8.1 Councillor Bryan Lodge declared a personal interest as he had a City Centre business and did not participate in the discussion or the vote.

9.9 **Reason For Exemption If Public/Press Excluded During Consideration**

9.9.1 Not applicable.

9.10 **Respective Director Responsible For Implementation**

9.10.1 Simon Green, Executive Director, Place.

10. **BUCHANAN ROAD STREET SCENE IMPROVEMENTS**

10.1 The Executive Director, Place submitted a report setting out highway improvement proposals for the Buchanan Road Streetscene Project, which was part of a package of the Chaucer District Centre Public Realm improvements. The project had been developed in consultation with shopkeepers, residents and Ward Members. A revised version of Appendix A to the report showing the proposals was circulated at the meeting.

10.2 **Decision Taken**

10.2.1

RESOLVED: That the Committee approves the design proposals for the Buchanan Road Streetscene Improvement Project, as set out in the revised Appendix A to the report, and progression of the project to detailed design and construction.

10.3 **Reasons For The Decision**

10.3.1 To enable the proposed project to move to the detail design and construction phase and be completed to the identified programme by July 2012. The complete project will facilitate the benefits outlined in the report.

10.4 **Alternative Options Considered And Rejected**

10.4.1 Alternative features were incorporated into previous drafts of the design but later discounted due to the outcome of the Stage 1 Road Safety Audit. The use of more expensive paving materials was also considered but discounted on cost grounds.

10.5 **Any Interest Declared Or Dispensation Granted**

10.5.1 None.

10.6 **Reason For Exemption If Public/Press Excluded During Consideration**

10.6.1 Not applicable.

10.7 **Respective Director Responsible For Implementation**

10.7.1 Simon Green, Executive Director, Place.

11. **DATE OF NEXT MEETING**

11.1

RESOLVED: That the meeting of the Committee on 11 August 2011 be cancelled and the next meeting be held on 8 September 2011.
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Signed _____
(Chair)

Date _____