

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 13 October 2011

PRESENT: Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Mary Lea.

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1. APOLOGIES FOR ABSENCE

- 1.1 Apology Councillor Helen Mirfin-Boukouris Substitute Councillor Mary Lea

2. DECLARATIONS OF INTEREST

- 2.1 There were no declarations of interest.

3. MINUTES OF LAST MEETING

- 3.1 The minutes of the meeting of the Committee held on 8 September 2011 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

- 4.1 Mr Alan Kewley referred to the minutes of the last meeting of the Committee, in particular paragraph 7.3.1 (b), the resolution in relation to 20mph speed limits, which stated that the Committee requested 'that the strategy development involves meaningful discussions with local communities and interest groups'. He asked how this would be implemented in practice?
- 4.2 In response the Chair, Councillor Leigh Bramall, stated that the strategy was currently being drafted. As stated meaningful discussions with local communities and interest groups would take place but it had not yet been confirmed what the process and timescale for this would be.

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 a petition containing 35 signatures requesting a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road and that a report would be submitted to a future meeting

of the North East Community Assembly.

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.

7. **BUILDING SCHOOLS FOR THE FUTURE – CITY SCHOOL: OUTCOME OF PUBLIC CONSULTATIONS**

7.1 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. The report included details of an additional consultation exercise, undertaken in August 2011, provided a response to the comments received and recommended that an amended scheme be approved.

7.2 In response to a question received from a member of the public, it was confirmed that Street Force would undertake resurfacing works on Normanton Spring Road and Sections of Coisley Hill before work on the scheme commenced.

7.3 **RESOLVED:** That the Committee:-

- (a) notes the additional consultations undertaken with local people;
- (b) overrules the objections to the Traffic Regulation Orders, as discussed in Appendix C to the report, in the interests of road safety and requests that the Orders be made in accordance with the Road Traffic Regulation Act 1984;
- (c) upholds the objection, as outlined in Appendix C to the report, and requests that the double yellow lines be deleted as advertised on the northwest kerbline (property side);
- (d) approves the construction of the scheme designs, as shown in Appendix E of the report; and
- (e) requests that all respondents who wished to be kept informed of the decisions made be informed of the Committee's decision.

7.4 **Reasons For The Decision**

7.4.1 The Transport Assessment submitted with the planning application was fundamental in defining the highway-related conditions on the planning consent. The measures developed to address the relevant planning conditions have been further consulted upon throughout the immediate area on several occasions, with significant changes made. The recommendation relating to progression of the measures followed an indication of support

from a majority of respondents.

7.5 **Alternative Options Considered And Rejected**

7.5.1 The Transport Assessment identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the City School development.

8. **OBJECTIONS TO A PROPOSED ROAD SAFETY SCHEME ON BEAVER HILL ROAD, OUTSIDE HANDSWORTH GRANGE SECONDARY SCHOOL**

8.1 The Executive Director, Place submitted a report informing Members of comments received following public consultation on a proposed traffic calming scheme on Beaver Hill Road, Handsworth, adjacent to Handsworth Grange Secondary School. The report included a response to the comments received and recommended that the scheme was approved for implementation.

8.2. **RESOLVED:** That the Committee:

- (a) overrules the objections and approves the measures set out in Appendix C to the report, namely:
 - Traffic calming on Beaver Hill Road, incorporating uncontrolled crossing points where appropriate;
 - Double yellow lines at various junctions;
 - School Keep Clear markings on Beaver Hill Road and Handsworth Grange Road
- (b) requests the Traffic Regulation Orders associated with the scheme be made in accordance with the Road Traffic Regulation Act 1984
- (c) requests that further consultations be undertaken with residents directly affected by bus stops with regard to the provision of bus stop clearway markings; and
- (d) requests that all respondents be informed of the decisions made.

8.3. **Reasons for the Decision**

8.3.1 Officers had given due consideration to the views of all respondents in an attempt to provide acceptable solutions. The recommendations were considered to be a balanced attempt to address residents' concerns whilst providing road safety benefits for schoolchildren attending Handsworth Grange School.

8.4 **Alternative Options Considered and Rejected**

8.4.1 Officers had considered a number of amendments to try and address the

concerns raised by local people during the consultations. However, there were insufficient funds to implement these at the present time.

9. **EDWARD STREET PARK PROJECT: RESULTS OF PUBLIC AND TRAFFIC REGULATION ORDER CONSULTATIONS**

9.1 The Executive Director, Place submitted a report setting out essential highway improvement works associated with the delivery of the Edward Street Park project. The design was developed following feasibility work and public consultation. Planning permission for the park design was granted in April 2011 and will require closure of parts of Edward Street and Upper Allen Street to general traffic. Approval was sought for the design and construction of highway works associated with Edward Street Park.

9.2 **RESOLVED:** That the Committee approves the proposed highway works associated with the Edward Street Park project.

9.3 **Reasons for the Decision**

9.3.1 The highways design will contribute to improving the environment and setting for the park, encouraging greater numbers of local residents, workers and visitors to use the space. It was anticipated that the completed park will provide a catalyst for further investment in the area.

9.4 **Alternative Options Considered And Rejected**

9.4.1 **Do nothing** – The option of leaving the existing highway as it is would not allow for the introduction of new pedestrian routes and the creation of a safer environment for pedestrians and users of the park.

Full Road Closure – It was accepted that service access for the Tesco store on Edward Street must go through the park. It was expected that any future servicing needs on Upper Allen Street and Edward Street, larger than 7.5 tonnes, will also need to run through the park.

10. **CULTURAL INDUSTRIES QUARTER PUBLIC REALM REGENERATION PROJECT**

10.1 The Executive Director, Place submitted a report setting out proposals to improve the environment of parts of the Cultural Industries Quarter (CIQ) and comments received following public consultation on the proposals. The report also sought endorsement of the scheme and approval to progress to detailed design, tender and traffic regulation order processes.

10.2 Members heard representations from Andy Stevens, a local business owner, who expressed concerns about the consultation process and also the negative impact on parking and accessibility in the area as a result of the scheme and the impact this would have on local businesses.

10.3 In response, the Head of Transport and Highways commented that

additional parking spaces were being provided on Brown Street to off set the loss of spaces referred to. Clarification was needed as to whether some parking areas which had single yellow lines were in fact double yellow lines where one line had worn away or whether vehicles were able to park there.

10.4 Members commented that there was some confusion over issues of parking and accessibility arising from the scheme and requested further clarification on this.

10.5 **RESOLVED:** That a decision on the scheme be deferred and the Executive Director, Place be requested to submit a further report to a future meeting of the Committee clarifying issues of parking and accessibility in the area arising from the scheme raised at the meeting.

11. **OBJECTIONS TO THE PROPOSED SPEED LIMIT ORDER FOR THE WISEWOOD 20MPH**

11.1 The Executive Director, Place submitted a report reporting to Members on the single objection received to the Speed Limit Order (SLO) for the proposed 20mph speed limit in the Wisewood area.

11.2 Following a question from a member of the public, the Head of Transport and Highways confirmed that discussions would be held with the South Yorkshire Police about the possibility of enforcing 20mph schemes. There was a need to develop the 'hearts and minds' campaign to encourage people to observe 20mph speed limits.

11.3 **RESOLVED:** That the Committee:

- (a) overrules the objection to the Speed Limit Order for the Wisewood 20mph speed limit;
- (b) requests that the Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984;
- (c) approves the construction of a 20mph scheme, as shown in Appendix A to the report; and
- (d) requests that the objectors be informed accordingly and discussions take place with South Yorkshire Police about enforcing 20mph speed limits in Sheffield.

11.4 **Reasons For The Decision**

11.4.1 The Wisewood 20mph area has general local public support. Of those 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 speed limit was appropriate for residential streets where there were vulnerable road users, including children and

elderly pedestrians. Measures will be supported by a “hearts and minds” campaign to promote safer driving by residents and visitor.

- 11.4.2 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.

11.5 **Alternative Options Considered And Rejected**

- 11.5.1 The alternate option would be for the speed limit in Wisewood to remain 30mph. However, this would lead to the same level of road accidents and vehicle speeds.
- 11.5.2 It was considered that the Streetscene enhancement scene, presently under construction, cannot be fully delivered without the 20mph Speed Limit Order.

12. **PROVISION OF NEW SIGNAL CONTROLLED PEDESTRIAN CROSSING – DEREK DOOLEY WAY**

- 12.1 The Executive Director, Place submitted a report outlining details of the potential new signal controlled crossing works associated with the new Capita Hartshead office building. The report informed Members of the public consultation that had been undertaken and of the potential operational implications that these works would have on the adjacent highway network.

12.2 **RESOLVED:** That the Committee:-

- (a) approves the highway improvement works, as outlined on drawing number TM-RV-HD011-101, as set out in Appendix A to the report; and
- (b) officers be requested to closely monitor the new signals once operational and make any adjustments to ensure the impact of this new crossing facility on traffic flow around the Inner Ring Road is minimised.

12.3 **Reasons For The Decision**

- 12.3.1 To ensure pedestrians going to/from the Capita Hartshead office building, have as safe a route as possible and to minimise the risk of accidents for all road users in this area.
- 12.3.2 The provision of a safe and commodious route to this office block will also help to encourage more staff and visitors to walk to this building.
- 12.3.3 The proposals should keep vehicle delays on the Inner Ring Road to a minimum. This will be monitored and appropriate action could be taken to

ensure this.

- 12.3.4 Capita have offered to fund the construction costs associated with these works.

12.4 **Alternative Options Considered And Rejected**

- 12.4.1 The alternative of providing an improved footway from the west has been tried, but due to it being a longer route, has not attracted any significant increase in its use.
- 12.4.2 In theory, it would be possible to create a controlled crossing route through the existing signals as Derek Dooley Way joins Sheffield Parkway. This would be unlikely to create any great delays in traffic movements. However, this would be a very long convoluted route that again may well not attract any great numbers of pedestrians. It would also be prohibitively expensive to install.

13. **BUILDING SCHOOLS FOR THE FUTURE – PARKWOOD ACADEMY: RESULTS OF TRAFFIC REGULATION ORDER CONSULTATIONS**

- 13.1 The Executive Director, Place submitted a report to inform Members of comments received following public consultation on proposed highway works on Longley Avenue West, Penrith Road and Teyham Road relating to the redevelopment of Parkwood Academy. The report included a response to the comments received and recommended that the scheme was approved for implementation.
- 13.2 Councillor Bramall commented that discussions had taken place at a recent meeting of the North East Community regarding the removal of a nearby bus gate and asked how this would impact on the proposals. In response, the Head of Transport and Highways agreed to investigate this and respond to Councillor Bramall.
- 13.3 **RESOLVED:** That the Committee:-
- (a) overrules the objections to the Traffic Regulation Orders, as outlined in Appendix C to the report, in the interests of road safety, and to make the Orders in accordance with the Road Traffic Regulation Act 1984;
 - (b) upholds objection two, as outlined in Appendix C to the report, and requests that the double yellow lines (Prohibition of Waiting at Anytime), as advertised on the northwest kerblines (property side) be replaced with a single yellow line (Prohibition of Waiting Monday-Friday, 8.00am-9.30am and 2.30pm-4.00pm). Subject to Road Safety Audit Confirmation.
 - (c) approves the construction of the design schemes, as outlined in Appendix E to the report; and

- (d) requests that all respondents who wished to be kept informed of the decisions made be informed of the decision of the Committee.

13.4 Reasons for the Decision

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

13.5 Alternative Options Considered And Rejected

- 13.5.1 The Transport Assessment identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the City School development.
- 13.5.2 As discussed within Appendix C of the report, the mitigation measures had been revised in response to comments received during the public consultations, in effect resulting in the development of alternative solutions/options.

Signed _____
(Chair)

Date _____