

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 8 December 2011

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

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1. APOLOGIES FOR ABSENCE

1.1	<u>Apology</u> Councillor Harry Harpham	<u>Substitute</u> None
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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 10 November 2011 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 There were no public questions or petitions.

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

6.1 Parking Provison – Notre Dame High School
Vonny Watts attended the meeting to speak in support of the petition, containing 64 signatures, requesting alternative off street parking to be provided for staff, contractors and visitors to Notre Dame School. She commented that there had been parking problems created as a result of the recent planning permission at the school which had impacted on the area. She further requested that the Council investigate alternative sites to provide parking as the current provision of 70 spaces for a potential 560 users of the school was unacceptable.

The Head of Transport and Highways reported that a report responding to the issues raised would be reported back to this Committee in March/April 2011.

6.3 New Petitions

The Committee noted for information the receipt of petitions (a) containing 136 signatures requesting speed bumps and traffic calming measures on Hillfoot Road, Topley and that a report would be submitted to a future meeting of the South West Community Assembly, (b) containing 104 signatures concerning parking problems on Haughton Road, Woodseats and that a report would be submitted to a future meeting of the South Community Assembly, (c) containing 46 signatures requesting tree pruning on Carterknowle Road and that the petition would be referred to Street Force and (d) containing 17 signatures objecting to the proposed waiting restrictions on Whiteways Road and that this was on the agenda for this meeting of the Committee.

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. **ECCLESALL ROAD SMART ROUTE: SCHEME CONSULTATION AND IMPLEMENTATION**

7.1 The Executive Director, Place submitted a report providing the Committee with the results from the second stage of consultation on the Ecclesall Road Smart Route and described how these results had changed the 'preferred scheme' for implementation on the route. The second stage consultation built on the results of the first stage which was reported to the Committee in February 2011.

7.2 The report sought authority to advertise Traffic Regulation Orders (TROs) changing waiting and loading restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads. The response to any objections will be reported to a future meeting of the Committee.

7.3 Finally, the report sought authority to make changes at the outbound junction of Ecclesall Road South and Ringinglow Road and the Moore Street/Charter Row exit from Moore Street roundabout.

7.4 Members heard representations from Michael Watts, representing the Hanover Tenants and Residents Association. He commented that the bus shelter close to the junction of Ecclesall Road and Hanover Way did not function as a shelter and users were unable to see a bus approaching. He further commented that the lighting at the underpass close to the Moore Street roundabout was poor and meant that people were reluctant to use the underpass.

7.5 Members heard further representations from Clare Draffin, a lead petitioner opposing details of the scheme. She commented that the scheme was too car focused. She commented that she hoped that recommendation 7.7 would not be implemented without meaningful consultation with local residents. If bus lanes were to be removed alternative provision should be

provided on street for cyclists.

- 7.6 Further representations were heard from Michael Shenton, a local resident of Blenheim Mews who requested that double yellow lines be introduced outside his property to prevent on street parking as this was currently over capacity.
- 7.7 In response the Head of Transport and Highways commented that officers were aiming to strike a balance between all users of Ecclesall Road. The bus shelter was on the list for improvements in due course. The provision of lighting on the underpass at the Moore Street roundabout would be investigated whilst the introduction of double yellow lines on Ecclesall Road South at the junction of Blenheim Mews would be advertised imminently.
- 7.8 Officers further agreed to facilitate a small focus group of users to consider the access issues at Hunters Bar.
- 7.9 **RESOLVED:** That the Committee:-
- (a) notes the contents of the report, including the response to the lead petitioner;
 - (b) authorises the advertising of a Traffic Regulation Order to change loading and waiting restrictions on parts of Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads as shown in various plans in Appendix E to the report;
 - (c) requests that any objections to the Traffic Regulation Order be reported to a future meeting of the Committee;
 - (d) subject to no objections, authorises the design and construction of the changes to the inbound exit from the Moore Street roundabout towards Charter Row, reintroducing two lanes, as shown in plan TM-BN724-P3 in Appendix E to the report;
 - (e) authorises the design and construction of changes on the approach to (and at) the outbound junction of Ecclesall Road South and Ringinglow Road as shown in plan TM-BN721-02 in Appendix E to the report;
 - (f) authorises the construction of the new locations for the bus stop on Ecclesall Road near Greystones Road as shown in plan TM-BN726/P2 in Appendix E to the report;
 - (g) approves a review of signal timings at Hunters Bar to see whether that would help reduce the queues back onto the roundabout in advance of moving the crossings;
 - (h) supports working with the Parks, Countryside and Woodlands Service to develop an off road safer cycle route parallel to Ecclesall Road from

Hunters Bar roundabout to Rustlings Road near Onslow Road;

- (i) authorises consultation on a bus pre-signal on the Ecclesall Road approach to the Moore Street roundabout;
- (j) requests that the Executive Director, Place undertake a review of the street lighting at the underpass near to the Moore Street roundabout; and
- (k) requests that the Executive Director, Place investigate the possibility of the introduction of double yellow lines on Ecclesall Road South at Blenheim Mews.

7.10 **Reasons For The Decision**

7.10.1 The Council had carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it was recommended to continue to progress with implementing the Ecclesall Road Smart Route, with revisions to some interventions, deletion of others and introduction of some new elements.

7.11 **Alternative Options Considered And Rejected**

7.11.1 Officers had 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 'working better together' value of the Council plan 'Standing up for Sheffield'.

7.11.2 Other options were considered on an intervention by intervention basis and were reported within the relevant section in Appendix B to the report.

7.11.3 In terms of advertising the Traffic Regulation Orders, doing nothing was an option, but would lead to a continuation of ineffective use of highway capacity along the corridor.

8. **OBJECTIONS TO PROPOSED ROAD SAFETY AND PARKING SCHEMES ON PSALTER LANE**

8.1 The Executive Director, Place submitted a report informing Members of comments received following public consultations on a combined pedestrian road safety and parking scheme on Psalter Lane, Nether Edge. The report included a response to the comments received and recommended that the scheme was approved for implementation.

8.2 Members heard representations from Mr Brian Tweedale, a resident of Psalter Lane. He commented that speed was a major problem on Psalter Lane along with Heavy Goods Vehicles (HGV's) using the road as there were no weight restrictions. He also requested a crossing be introduced for

pedestrians.

8.3 In response, the Head of Transport and Highways commented that he would, with Members approval, undertake a speed survey on Psalter Lane and, should a problem be identified, raise this issue with the Safety Camera Partnership. The problem for introducing a crossing was that pedestrians crossed at numerous points along Psalter Lane and as such there was not one single suitable location for the crossing. A City-wide consultation on the movement of HGV's was being undertaken and the concerns raised would be considered as part of that.

8.4. **RESOLVED:** That the Committee:-

- (a) overrules the objections and approves the scheme designs as detailed in appendices B and C to the report;
- (b) requests that the Traffic Regulation Orders associated with the scheme be made in accordance with the Road Traffic Regulation Act 1984;
- (c) requests that the Executive Director, Place undertake a speed survey on Psalter Lane;
- (d) requests that the issue of the possible introduction of a limited waiting order outside the Church on the corner of Psalter Lane/Cherry Tree Road be referred to the South Community Assembly for consideration; and
- (e) requests that the respondents be informed of the decisions made.

8.5 **Reasons for the Decision**

8.5.1 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 pedestrians.

8.6 **Alternative Options Considered and Rejected**

8.6.1 As stated at the meeting, it would be possible to provide a controlled pedestrian crossing on Psalter Lane as one of the respondents had suggested. Given the volume of traffic using this road at peak times the best type of crossing would appear to be a Puffin. However, site visits and pedestrian surveys indicated that people did not cross at one particular location along this stretch of road. As a result many people would continue to cross away from such a feature which, given that a driver's attention was likely to be focussed on the crossing, and given that parked traffic obscured pedestrians wishing to cross, could constitute an accident risk. For these reasons, officers believed that the scheme as outlined in the report offered the best benefits for pedestrians.

9. **WHITEWAYS SCHOOL: RESULTS OF CONSULTATION ON PUBLIC TRAFFIC REGULATION ORDER**

9.1 The Executive Director, Place submitted a report informing Members of comments received following public consultation on proposed changes to waiting restrictions on Whiteways Road near to Whiteways School. The report included a response to the comments received and made a recommendation on how to proceed.

9.2 Members heard representations from Mr Din, a resident of Whiteways Road. He commented that residents were unable to park on the road near their houses during peak hours. He did not believe that single or double yellow lines were the solution.

9.3 In response the Head of Transport and Highways commented that it was a difficult solution to balance the needs of parents and local residents and that the recommendations offered the best solution. In response to the representations at the meeting, the order could be enforced during peak times only.

9.4 **RESOLVED:** That the Committee:-

(a) approves the implementation of measures set out in Appendix B to the report, namely:

- Double yellow lines on Whiteways Road and associated junctions
- A single yellow line on Whiteways Road
- School Keep Clear Markings on Whiteways Road;

(b) requests that the signs erected for the single yellow line on Whiteways Road show only peak time restrictions to coincide with school start and finish times (times to be confirmed by the Head of Transport and Highways);

(c) requests that a review of the scheme be undertaken in 6 months time and any issues be reported back to the Committee; and

(d) requests that all respondents be informed of the decisions made.

10.3 **Reasons for the Decision**

10.3.1 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.

10.4 **Alternative Options Considered and Rejected**

10.4.1 These proposals had been developed following previous consultations over the last 2 years. The scheme had since been altered to try and address residents' concerns.

11. **OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER ASSOCIATED WITH ABBEYDALE ROAD PEDESTRIAN REFUGE FOR THE SOUTH WEST COMMUNITY ASSEMBLY**

11.1 The Executive Director, Place submitted a report on objections received to Traffic Regulation Orders (TROs) associated with the Abbeydale Road Pedestrian Refuge Scheme for the South West Community Assembly.

11.2 **RESOLVED:** That the Committee:-

- (a) overrules the objections to the waiting restrictions in the interests of road safety and the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
- (b) approves the construction of the scheme as shown in Appendix B1 to the report; and
- (c) requests that the objectors be informed accordingly.

11.3 **Reasons For The Decision**

11.3.1 Ward Members reported that the scheme had local support and responded to a request from a member of the public. Given this and the road safety advantages of installing these measures it was considered that the benefits outweighed the disadvantaged.

11.5 **Alternative Options Considered And Rejected**

11.5.1 Removing or lessening the waiting restrictions was investigated following a public meeting on site and the design was changed to reduce the extent of restrictions on the south eastern side of Abbeydale Road South, as shown in Appendix B1 to the report, from that shown in the original consultation plan, as shown in Appendix B2 to the report. However, some waiting restrictions were still to be considered necessary since their removal would have adverse road safety consequences. It was considered, therefore, that this scheme could not be delivered effectively without them.

Signed _____
(Chair)

Date _____

