

MEETING OF THE CABINET HIGHWAYS COMMITTEE

held 8 March 2012

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

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1. APOLOGIES FOR ABSENCE

1.1	<u>Apology</u>	<u>Substitute</u>
	Councillor Harry Harpham	Councillor Mary Lea
	Councillor Helen Mirfin-Boukouirs	None

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 9 February 2012 were approved as a correct record and, arising therefrom, the Head of Transport and Highways reported that, in relation to the decision taken at the meeting of the Committee held on 12 January 2012 related to Parking Enforcement Using Mobile Cameras, the decision on the period of time for warning notices to be given as opposed to penalty charge notices would be the subject of an Individual Cabinet Member decision in due course.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 Petitions

(i) Hallam Grange

Vonny Watts submitted a petition requesting road safety improvements for pedestrians in the roads surrounding Hallam Grange Primary School. She requested that, in particular, the petitioners would like to see double yellow lines installed at the blind bend of Hallam Grange Croft/Crescent. She also referred to users creating an unofficial one way street in the vicinity of the school and requested that this be formalised.

She also referred to a petition submitted to the Committee on 8 December 2011 which requested alternative off street parking to be provided for staff, contractors and visitors to Notre Dame School. She commented that local residents believed that the situation remained the same since the petition. She also referred to a piece of land which she had identified as a possible use for parking. It had been claimed by officers that this land had buildings on it. However, it was confirmed by the petitioners that this was not the case and that plans used by officers were not accurate.

In response, the Head of Transport and Highways reported that a response to the Notre Dame petition would be submitted back to the Highways Committee next month, taking into account the claims of the land which could be available to provide off street parking.

In relation to the petition in respect of Hallam Grange, the Head of Transport and Highways commented that he was unaware of the unofficial one way system referred to by the petitioner. The petition would be referred to the South West Community Assembly for their consideration and would include a response to the request for the formalisation of the reported unofficial one way system and the provision of yellow lines.

RESOLVED: That the petition requesting the Council improve the safety of pedestrians in the roads around Hallam Grange Primary School be referred to the South West Community Assembly for their consideration.

(ii) Clarence Road Parking Issues

Stephanie Coates, a resident of Clarence Road, Hillsborough submitted a petition requesting that Clarence Road be included in the Hillsborough Permit Parking Scheme. She commented that, although a number of residents on the odd numbered side of the road had previously submitted a petition requesting that they not be included in the scheme, these were the residents with driveways who had no problem with parking.

She further commented that she had recently bought a house on Clarence Road and had understood that Clarence Road would be included in the permit parking scheme when she bought the house. Residents on the even numbered side of the road frequently had to park away from Clarence Road and, on occasions, had to pay to park in bays. She had sent flyers out and put the petition together which showed support from residents for Clarence Road to be included in the permit parking scheme and therefore requested that Clarence Road be included in the Hillsborough Permit Parking Scheme.

In response, the Head of Transport and Highways commented that the petition highlighted the difficulties in introducing permit parking schemes as many residents often had opposing views as to whether they wished to be included in a scheme. Even though officers recommended this part of the street being in the Permit Parking Zone, the majority of residents who expressed an opinion during consultation did not want it to be included in the parking scheme. The problem in this instance was that the scheme in the surrounding areas of Clarence Road had only recently been introduced and it needed to be given time to settle in as problems experienced in the early stages following the introduction of a scheme often reduced as the scheme bedded in. Schemes such as the Hillsborough Permit Parking Scheme were the subject of six monthly reviews and he suggested to the Committee that the petition be considered in conjunction with the next review of the Hillsborough Permit Parking Scheme.

Councillor Leigh Bramall commented that he recognised the difficulties of

balancing opposing views in relation to schemes such as this. He supported the Head of Transport and Highways' view that schemes needed time to settle down to fully assess their impact. Although he sympathised with the problems experienced by the petitioner all residents' views needed to be taken into account once the next review of the scheme was submitted to the Committee for consideration.

RESOLVED: That the petition requesting that Clarence Road, Hillsborough be included in the Hillsborough Permit Parking Scheme be considered in conjunction with the next six monthly review of the scheme.

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

5.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

6. PETITIONS

6.1 New Petitions

The Committee noted for information the receipt of a petition containing 10 signatures objecting, in part, to a proposed Traffic Regulation Order at the Carr Bank Lane area and that a report would be submitted to a future meeting of this Highways 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 and, arising therefrom, the Head of Transport and Highways reported that petition number 6 in relation to a request for the installation of a 20mph speed limit in Broomhall and Sharrow would be considered in conjunction with the report on the 20mph Strategy on the agenda for this meeting and, in relation to petition number 9, requesting that the Council reduce the speed limit on Clough Grove, Oughtibridge to 20mph, the Northern Community Assembly had requested that advisory speed limit signs be erected which would be funded from their budget.

7. SHEFFIELD 20MPH SPEED LIMIT STRATEGY

7.1 The Executive Director, Place submitted a report proposing an implementation strategy for the introduction of 20mph speed limits in residential areas of Sheffield.

7.2 Richard Attwood, representing 20s Plenty for Sheffield, attended the meeting to make representations to the Committee. He welcomed the City Council's engagement with local groups on the issue. However, he believed the proposals outlined in the report were timid and compared unfavourably with other local authorities who had introduced 20mph schemes. There was a fear of many local residents of fast moving traffic in residential areas. He referred to other local authorities' engagement with health authorities and

local Primary Care Trusts on the issue and requested that the City Council do the same. In conclusion, he requested that Members do not approve the recommendations outlined in the report and to pause to give consideration to the other benefits which a City-wide 20mph scheme could bring.

- 7.3 Alan Kewley, a supporter of the call to introduce 20mph across all residential streets in the City, supported Mr Atwood's view that the proposals were timid. He believed that not all Community Assemblies were supportive of the proposals and that the push for a City-wide scheme was coming from the grass roots and local groups. He also questioned whether the Council had the budget to support the proposals and whether any alternative funding streams had been investigated.
- 7.4 Neil Fitzmaurice, representing Ecclesall Community Forum, welcomed the Council looking at changing the traffic speeds on residential roads in the City. However, he had reservations about the detail included in the report. He had been campaigning for the lower section of Ringinglow Road to be made a 20mph zone and was concerned that the information in the report would make this difficult.
- 7.5 In response, the Head of Transport and Highways commented that he believed the proposals were considered, not timid, particularly given the evidence and the budget available. There were many people in Sheffield who did not support proposals for 20mph schemes as well as those residents who supported the idea. Funding was available for the scheme for the next two financial years. In the long term officers were seeking to change travel behaviour and attitudes through a hearts and minds campaign. Officers would also support Community Assemblies in introducing schemes within their area.
- 7.6 Councillor Leigh Bramall commented that he considered the proposals pragmatic. The City Council needed to be cautious given the level of funding available. He disagreed that Sheffield were falling behind other authorities and commented that he believed the proposals highlighted that Sheffield was one of the frontrunners in introducing a 20mph limit in residential areas. The hearts and minds campaign was important and it was crucial to get the more sceptical people on side.
- 7.7 **RESOLVED:** That the Committee:-
- (a) endorses the long term objective of establishing 20mph as the maximum reasonable speed in appropriate residential areas of Sheffield;
 - (b) endorses the strategy for the introduction of 20mph speed limits in appropriate residential areas on as staged basis as described in the report;
 - (c) approves the prioritisation of further 20mph speed limit areas by a City-wide comparison of the number and severity of accidents;

- (d) requests that officers assist any Community Assembly that wished to pursue the introduction of a 20mph speed limit in keeping with the principles established in this strategy; and
- (e) requests that resources are identified to enable officers to deliver an ongoing City-wide programme of education and publicity in partnership with other local authorities, agencies and pressure groups around the benefits to society of lower vehicle speeds in residential areas.

7.8 Reasons For The Decision

7.8.1 Reducing the speed of traffic in residential areas would, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment. Currently, there was insufficient evidence of the benefits of 20mph speed limits to justify the level of investment required for a City-wide roll out. It was therefore proposed to progress 20mph limits on a staged basis, associated with schools in close liaison with Community Assemblies.

7.9 Alternative Options Considered And Rejected

7.9.1 The policy of introducing area-wide 20mph schemes without physical calming measures had already been established. The Council could adopt the same blanket implementation strategy adopted in Portsmouth and latterly Newcastle. However, it was felt that at present the benefits had not been sufficiently demonstrated to justify this approach.

Signed _____
(Chair)

Date _____