

Highway Cabinet Member Decision Session

Highway Cabinet Member Decision Session held 14 July 2016

PRESENT: Councillor Mazher Iqbal (Chair) (Cabinet Member for Environment and Transport)

OFFICERS IN ATTENDANCE: Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure)
Simon Botterill (Team Manager, Traffic Management)
David Ramsden (Highways Officer)
James Burdett (Highways Engineer)
Ian Taylor (Transport Planner)

.....

1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where resolutions may be moved to exclude the press and public.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the previous Session, held on 9 June 2016, was approved as a correct record.

4. OBJECTIONS TO PROPOSED WAITING RESTRICTIONS AROUND TINSLEY MEADOWS SCHOOL

4.1 The Executive Director, Place submitted a report describing the measures to restrict parking at pedestrian access points to the new Tinsley Meadows Academy to complement the school travel plan. It also set out officers responses to objections, the petitions and questionnaires from the drop-in session carried out as part of the Traffic Regulation Order process.

4.2 Robina Ifikhar, a local resident, attended the Session to make representations to the Cabinet Member. She thanked the Cabinet Member and officers for listening to local residents and developing a solution that was supported by the majority of local residents.

4.3 A resident of 15 Harrowden Road asked how his daughter, who had mobility issues, would be able to park near her house when the new restrictions were introduced. In response Simon Botterill, Team Manager, Traffic Management, commented that a disabled bay could be introduced outside the property on submission of a blue badge.

4.4 In response to further questions, Tom Finnegan Smith, Head of Strategic

Transport and Infrastructure, commented that the restrictions could be amended to school times only to target the times when the road would be the busiest.

4.5 RESOLVED: That:-

- (a) the revised proposals be implemented except on the cul-de-sac section of Harrowden Road where the restriction is reduced to limited waiting, operable Monday to Friday 8.00 – 9.30am and 3.00-4.30pm and the amended Traffic Regulation Order be made in accordance with the Road Traffic regulation Act 1984;
- (b) warning signs be introduced at the principal crossing points;
- (c) a short section of Norborough Road be widened by approximately 1m near its junction with Bawtry Road;
- (d) the situation be monitored once the Academy opens to see if additional measures were needed such as a school crossing patrol and report back with recommendations on further action; and
- (e) the objectors be informed accordingly.

4.6 Reasons for Decision

- 4.6.1 To provide safe routes to the new Tinsley Meadows Academy for pedestrians, in particular children, by providing parking restrictions at the principal access points and crossing points on the roads surrounding the academy.
- 4.6.2 These parking restrictions and other measures will help to safeguard pedestrians whilst minimising the loss of parking for local residents.

4.7 Alternatives Considered and Rejected

- 4.7.1 The objections relate to the principle of introducing parking restrictions. The alternative options considered were to reduce their extent and time they would be in force. No other alternatives to parking restrictions were considered.

5. NORTH SHEFFIELD BETTER BUSES - BARNSLEY ROAD NEAR ORPHANAGE ROAD/SCOTT ROAD

- 5.1 The Executive Director, Place submitted a report in relation to the North Sheffield Better Buses Project, particularly in respect of Barnsley Road.

5.2 RESOLVED: That:-

- (a) the revised scheme as shown in Appendix A be approved and implemented, subject to any required re-confirmation of costs after detailed design (including any commuted sums);

- (b) the Traffic Regulation Order relating to the proposed waiting restrictions be made in accordance with the Road Traffic Regulation Act 1984; and
- (c) the respondents be informed accordingly.

5.3 **Reasons for Decision**

- 5.3.1 The revised scheme described in this report will contribute to improving journey times and reliability for bus services and other traffic along this route. At the same time, it addresses the concerns of respondents to the original proposal.
- 5.3.2 The scheme is being designed in detailed with funding available to allow the scheme to be built in 2016/17.

5.4 **Alternatives Considered and Rejected**

- 5.4.1 The alternative options, including an alternative design, have been discussed elsewhere in this report. Doing nothing would not address the issues that regularly occur at the location. The design as amended is, therefore, the preferred option.

This page is intentionally left blank