

# **Northern Community Assembly**

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**Tuesday 10 July 2012 at 6.30 pm**

**To be held at The Venue, 650 Manchester  
Road, Stocksbridge, Sheffield S36 1 DY**

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Garry Weatherall (Chair), Trevor Bagshaw, David Baker,  
Alison Brelsford, Katie Condliffe, Richard Crowther, Adam Hurst, Alf Meade,  
Vickie Priestley, Steve Wilson, Philip Wood and Joyce Wright

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## PUBLIC ACCESS TO THE MEETING

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There are seven Community Assemblies which cover Sheffield; each is made up of the local Councillors from four wards. It is part of their remit to promote the local involvement of local people in the democratic process and to bring decision making closer to local people.

The formal meetings of the Community Assembly are open to the public and are the place where the Councillors make funding decisions as delegated by the Cabinet, relating to the priorities set out in the Community Plan and the Community Involvement Plan. They take place a minimum of 4 times per year, though more often, if required.

There is an opportunity for members of the public to ask questions and submit petitions at these meetings.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Community Assembly decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Overview and Scrutiny Committee, in which case the matter is normally resolved within the monthly cycle of meetings.

Further information on any of the agenda items can be obtained by speaking to either:

- Lisa Lyon/Marika Puglisi, Community Assembly Managers  
Tel: 0114 2037153  
Email: [lisa.lyon@sheffield.gov.uk](mailto:lisa.lyon@sheffield.gov.uk), [marika.puglisi@sheffield.gov.uk](mailto:marika.puglisi@sheffield.gov.uk)
- Harry Clarke, Democratic Services  
Tel: 0114 273 6183  
Email: [harry.clarke@sheffield.gov.uk](mailto:harry.clarke@sheffield.gov.uk)

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**NORTHERN COMMUNITY ASSEMBLY AGENDA  
10 JULY 2012**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Appointment of the Deputy Chair of the Assembly**  
To consider the appointment of a Deputy Chair of the Assembly for the Municipal Year 2012/13.
- 6. Olympic Torch Celebration**  
The Chair to report.
- 7. Public Questions and Petitions**  
To receive any questions or petitions from members of the public at the meeting
- 8. Minutes of Previous Meeting**  
To approve the minutes of the meetings of the Northern Community Assembly held on:-  
  
27 March 2012.  
16 May 2012
- 9. 2012/13 Budget Report**  
Report of the Community Assembly Manager
- 10. 2012/13 Highways Budget Report**  
Report of the Highways Link Manager/Community Assembly Manager
- 11. Stannington Road Petition Report**  
Report of the Director of Development Services
- 12. Sheffield Homes Board Report**  
Report of the Community Assembly Manager
- 13. Older People's Conference Feedback**  
Community Assembly Officer to report

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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A new Standards regime was introduced on 1<sup>st</sup> July, 2012 by the Localism Act 2011. The new regime made changes to the way that your interests needed to be registered and declared. Prejudicial and personal interests no longer exist and they have been replaced by Disclosable Pecuniary Interests (DPIs).

The Act also required that provision is made for interests which are not Disclosable Pecuniary Interests and required the Council to introduce a new local Code of Conduct for Members. Provision has been made in the new Code for dealing with “personal” interests.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council’s website as a downloadable document at [-http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests](http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests)

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email [lynne.bird@sheffield.gov.uk](mailto:lynne.bird@sheffield.gov.uk)

## SHEFFIELD CITY COUNCIL

### NORTHERN COMMUNITY ASSEMBLY

Meeting held 16<sup>th</sup> May 2012

PRESENT: Councillors Trevor Bagshaw, David Baker, Alison Brelsford, Kate Condliffe, Richard Crowther, Adam Hurst, Alf Meade, Vickie Priestley, Garry Weatherall, Steve Wilson and Phillip Wood

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1. **APOLOGIES FOR ABSENCE**

An apology for absence was received from Councillor Joyce Wright.

2. **APPOINTMENT OF CHAIR**

RESOLVED: That Councillor Garry Weatherall be appointed Chair of the Community Assembly.

3. **DAY AND TIME OF MEETINGS**

RESOLVED: That meetings of the Assembly be held on a quarterly basis on dates and times to be determined by the Chair.

(Note. Councillor Trevor Bagshaw voted against the motion for meetings of the Assembly to be held on a quarterly basis on dates and times to be determined by the Chair and asked for this to be recorded).

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**NORTHERN COMMUNITY ASSEMBLY**

**Meeting held on Tuesday, 27<sup>th</sup> March 2012**  
**at the Lomas Hall, Church Street, Stannington**

**PRESENT:** Councillors Trevor Bagshaw (Chair), David Baker, Alison Brelsford, Kathleen Chadwick, Jack Clarkson, Arthur Dunworth, Alf Meade, Vickie Priestley, Colin Taylor, Garry Weatherall and Philip Wood  
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**1. WELCOME AND HOUSEKEEPING ARRANGEMENTS**

The Chair, Councillor Trevor Bagshaw, welcomed everyone to the meeting and outlined basic housekeeping and fire safety arrangements.

**2. APOLOGIES FOR ABSENCE FROM MEMBERS OF THE ASSEMBLY**

There were no apologies for absence.

**3. EXCLUSION OF THE PUBLIC AND PRESS**

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

**4. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**5. CHAIR'S ITEM**

5.1 The Chair, Councillor Trevor Bagshaw, reported as follows:-

(a) He extended the Assembly's best wishes for a speedy recovery to Derek Martin, Lead Director, who was seriously ill and presently off work. Vince Roberts, Head of Locality Management, was to replace him on a temporary basis, but was unable to attend that evening due to illness.

(b) This was to be the final Assembly meeting for Councillors Kathleen Chadwick and Arthur Dunworth who were not seeking re-election at the forthcoming Council elections. They had each been Members of the Council since May 1992 and had also served as Lord Mayor and Lady Mayoress. The Chair thanked them for their contribution to the Community Assembly and the former Area Panel which was greatly appreciated. Councillor David Baker added that he had worked alongside Councillor Dunworth as a Member for the Stannington Ward and owed him a debt of gratitude for his support over the years. He also commended Councillor Dunworth's skill in liaising with officers.

- (c) The Ecclesfield Conservation Society had produced a leaflet and erected an information board on the history of the working part of Ecclesfield. It was also reported that an event had taken place to commemorate the 150<sup>th</sup> anniversary of the Westwood Colliery Disaster which had involved the Parish Councils, community groups and schools, and which had been recorded on video and could possibly be shown in an edited form at a future meeting.
- (d) The Sheffield and Rotherham Wildlife Trust had raised £½ m to enable it to purchase Greno Woods. However, concern was expressed at the amount of rubbish being tipped in the woods and he encouraged anyone with information on this to telephone the Police 101 number. He added that the Police were also investigating the holding of raves in the woods.
- (e) Any groups wishing to light a beacon to celebrate the Queen's Diamond Jubilee on 4<sup>th</sup> June 2012, should contact either of the Community Assembly Managers before the end of the week.

## 6. PUBLIC QUESTIONS AND PETITIONS

### 6.1 Public Questions

Responses were provided to public questions as follows:-

#### 6.1.1 Cricket Field Site – Behind the Hare and Hounds Public House

The Chair, Councillor Trevor Bagshaw, asked the questioner to leave her contact details and he would check the position with regard to the development of the cricket field site. He added that those with internet access could check on the progress of planning applications on the Council's website.

#### 6.1.2 Wheel Lane

Andy McKie, Highways Officer, indicated that an assessment of 8 weeks' data from the Speed Indication Device (SID) which had been situated on Wheel Lane had shown that traffic speeds had been affected. This was reinforced by monitoring following its removal which showed traffic speeds to be marginally faster. It was hoped that this would be further supported by the data collected by the Safety Camera Partnership and, if this was the case, then enforcement could be recommended. The Chair added that it was intended to have a further meeting with residents in May/June, when all the data had been assessed, to discuss the practicalities of any recommended action.

## 7. MINUTES OF PREVIOUS MEETING

The minutes of the meeting of the Assembly held on 6<sup>th</sup> December 2011, were approved as a correct record.



**8. POLICE BOUNDARIES REVIEW**

8.1 Sergeant Richard Hammond, South Yorkshire Police, reported on the revised Safer Neighbourhood boundaries and explained that the Northern Safer Neighbourhood Team area matched that of the Assembly area. He added that Police Constables would each have a beat area with a thematic lead and that Police Community Support Officers would be assigned to areas and would be concerned with community engagement, crime prevention and local issues. The changes would be publicised using posters and e-mails, the Police website would be updated and a Northern Safer Neighbourhood Team Facebook site would be available. The Team would be based at the Ecclesfield Safer Neighbourhood Area Office and at the Deepcar Police Station base. It was hoped that the Team would link with community issues in the relevant areas, with established partnership links remaining and any gaps in service being identified. In addition there would be regular meetings with the community. In conclusion, Sergeant Hammond informed the Assembly that a bid had been made for two handheld speed guns which could be deployed where there were specific speeding issues.

8.2 Public Question

In response to a public question, Sergeant Hammond confirmed that the Northern Safer Neighbourhood Team would cover the entire area of the Northern Community Assembly.

8.3 RESOLVED: That the Northern Community Assembly (a) thanks Sergeant Richard Hammond for his report; and (b) notes the information reported.

**9. PARKS – ALLOTMENTS UPDATES**

9.1 Ceri Ashton, Allotment Officer, gave a presentation to update the Assembly on issues relating to local allotments. She made particular reference to the newly created Bracken Moor allotment site and provided details of the reasons for its creation, how it had been identified and developed, and the process for the allocation of plots. She also reported on improvement work at the Roscoe Bank allotments which had been funded by the Assembly.

9.2 Public Question

In response to a public question, Ceri Ashton indicated that the charge for the largest sized allotment plot for 2011/12 was £48.90 per annum and that this included the provision of a water supply. The charge for plots at Bracken Moor in 2011/12 would have been £23.60 including a water supply, as these were smaller. Charges would be slightly increased next year, with larger increases the year after.

9.3 RESOLVED: That the Northern Community Assembly (a) thanks Ceri Ashton for her presentation; and (b) notes the information reported.

## **EXECUTIVE FUNCTIONS DECISIONS**

### **10. EVA RATCLIFFE CARE HOME: PETITION REPORT**

The Director of Development Services submitted a report in response to a petition from the residents of the Eva Ratcliffe Care Home requesting the provision of traffic calming measures on Yew Lane and Stocks Hill near the care home.

#### **10.1 Decision Taken**

RESOLVED: That the Northern Community Assembly:-

- (a) asks that the request be investigated and assessed as a large highway scheme which will be considered for construction when sufficient funds are available; and
- (b) thanks the petitioners for bringing this matter to the attention of the Council.

#### **10.2 Reasons For The Decision**

This request would be investigated to identify its merits and to see if it is feasible. It would then be scored, along with other requests, using the assessment procedure. The prioritised list of scored requests would then be considered by the Northern Community Assembly to identify a programme of large highway schemes for the 2012/13 financial year, subject to funding becoming available.

#### **10.3 Alternative Options Considered**

The average driver speed on the wider section of Yew Lane is 28 mph, it follows that there will be an element of drivers who are travelling at speeds greater than the 30mph limit. The provision of a Speed Indication Device (SID) would encourage more compliance of the speed limit and Members may consider amending the rotation schedule of their two SIDs to include this location.

### **11. CLOUGH GROVE, OUGHTIBRIDGE: PETITION REPORT**

The Director of Development Services submitted a report in response to a petition from the residents of Clough Grove, Oughtibridge, requesting the provision of a 20 mph speed limit on their estate.

#### **11.1 Decision Taken**

RESOLVED: That the Northern Community Assembly:-

- (a) agrees to funding the installation of two non-illuminated 20 mph speed limit signs at the entrance to Clough Grove; and

- (b) thanks the petitioners for bringing this matter to the attention of the Council.

## 11.2 **Reasons For The Decision**

The combination of the traffic calming and road layout of Clough Grove has resulted in the average driver speed being 14 mph. It follows that the estate is being treated as a self regulating 20 mph zone by residents. Consequently, two non-illuminated 20 mph speed limit signs at the entrance to Clough Grove would formalise this situation.

## 11.3 **Alternative Options Considered**

A strategy is currently being developed about delivery of a City-wide 20 mph limit including prioritisation of the areas starting with those around schools. This strategy was reported to Cabinet Highways Committee in March 2012 for approval. The outcome of the Cabinet report may influence future decisions about such requests.

## 12. **NORTHERN COMMUNITY ASSEMBLY 2012/13 BUDGET ALLOCATION**

The Community Assembly Manager submitted a report containing recommendations regarding the allocation of funding from the Assembly's Discretionary Budget for 2012/13.

### 12.1 **Public Questions**

Responses were provided to public questions as follows:-

1. Tom Hughes, Activity Sheffield, stated that Activity Sheffield were willing to provide activities for residents of private sector sheltered housing schemes and residential centres, but the operating organisations would need to buy in any such service.
2. The Chair, Councillor Trevor Bagshaw, stated that the £100 allocated to South Yorkshire Police from each of the East and West Ecclesfield Ward Pots 2011/12 was a contribution towards the provision of non-standard Police issue equipment for the bike patrols in those Wards.

### 12.2 **Decision Taken**

RESOLVED: That the Northern Community Assembly:-

- (a) notes the content of the report;
- (b) regard having been had to the Sheffield City Strategy and to the relevant guidance issued by the Secretary of State, confirms its belief that the allocation of funding as envisaged in the report is likely to achieve the promotion and improvement of the economic, social and/or

environmental wellbeing of residents of the Wards of East and West Ecclesfield, Stocksbridge and Upper Don and Stannington;

- (c) agrees the proposed allocations of funding, as further described in section 4 of the report, to the following activities:

Support the Voluntary, Community and Faith Sector	£5,000
Community Participation and Involvement Pot	£7,000
Ward Pot	£36,000
Small Grants	£20,000
Northern Community Assembly Office Costs	£10,000
Activities for Children and Young People	£50,000
Healthy Living and Woodland Establishment	£2,500
Thornccliffe Masterplan Technical Studies	£5000
Environmental Work	£15,000
Neighbourhood Action Group's Partnership Work Support	£6000

Total £156,500

- (d) subject to the following recommendation, requests and authorises the Northern Community Assembly Manager, in consultation with the Chair of the Northern Community Assembly and the Director of Legal Services, and with regard to any recommendations that may be made by Assembly Members, to allocate funds within the allocations agreed above, on such terms as she considers appropriate; and
- (e) requests and authorises the Northern Community Assembly Manager, in consultation with the Chair of the Northern Community Assembly and the Director of Legal Services, to agree appropriate procedures for the selection of projects for funding within the Ward pot and Small Grants pot.

### 12.3 Reasons For The Decision

12.3.1 The Northern Community Assembly has a discretionary budget allocation of £178,488 for 2012 - 2013.

12.3.2 The recommendations within this report link clearly to the Northern Community Assembly Community Plan priorities. The proposals from this report will:

- Support services, partner agencies and community organisations receiving funding to deliver and spend over the maximum 12 months;
- Identify areas of work that are priority for the Assembly; and
- Identify, based on the priorities within the Northern Community Assembly Community Plan, funding allocations to be made from the 2012/2013 Discretionary budget.

12.4 **Alternative Options Considered**

Annex 2 to the report shows alternative options considered by the Northern Community Assembly. The themes and projects proposed are in line with the Assembly Plan.

13. **DATE OF NEXT MEETING**

The Assembly noted that its next meeting would be held on Tuesday, 10th July 2012, at 6.30 p.m. at the Venue, Stocksbridge.

(NOTE: These minutes are subject to approval at a future meeting).

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## SHEFFIELD CITY COUNCIL Northern Community Assembly Report

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**Report of:** Northern Community Assembly Manager

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**Date:** 10<sup>th</sup> July 2012

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**Subject:** Northern Assembly Discretionary Budget –  
Reallocation of funding.

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**Author of Report:** Lisa Lyon / Marika Puglisi  
Northern Community Assembly Manager  
[lisa.lyon@sheffield.gov.uk](mailto:lisa.lyon@sheffield.gov.uk) ,  
[marika.puglisi@sheffield.gov.uk](mailto:marika.puglisi@sheffield.gov.uk) 0114 2037153

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### Summary:

An initial round of allocations from the Northern Assembly Discretionary Budget 2012/13 was agreed at the Assembly Meeting on March 27<sup>th</sup> 2012. This report makes proposals to amend a decision taken at that meeting by reallocating £26,000 of the Ward Pot project funding towards the Small Grants Budget. The Assembly previously agreed £36,000 to continue a Ward Pot project and £20,000 to run Small Grants in 2012/2013.

This report is recommending that the Ward Pot budget is reduced to £10,000 and that £26,000 is reallocated to the Small Grants Budget.

The report provides a summary of the two funds and the reasons for recommending an amendment to the above allocations.

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### Reasons for Recommendations:

The reallocation of funding is being recommended for two reasons:

- 1) The Northern Community Assembly has received more Small Grants applications in the first round of grants than the Assembly team had anticipated for the full year. 40 applications received for the first round of funding totalling more than £33,000. The total budget for the year is £20,000.
- 2) Cabinet have now confirmed that each Assembly have been allocated a Highways budget of £40,000. This means that any Highways scheme

requests can be considered for funding from this budget rather than the ward pot.

**Recommendations:**

That the Northern Community Assembly:

- (1) Considers the information contained within this report and re-allocates the following sums from Northern Assembly Discretionary funds:
  - Previously agreed Ward Pot budget reduced from £36,000 to £10,000 (£2,500 per ward)
  - £26,000 from Ward Pot funding reallocated towards Small Grants Project (increasing Small Grants pot from £20,000 to £46,000)
  
- (2) Delegates authority to the Northern Community Assembly Manager, in consultation with the Chair of the Assembly and also, in the case of the Ward Pot funding, with the relevant ward members, to agree the allocation of funds from the Ward Pot and Small Grants budgets;
  
- (3) Authorises the Director of Community Services, in consultation with the Director of Legal Services, to agree the terms on which all funding referred to in this report is made available and to enter into such funding agreements with recipients of the funding and any other related agreements or arrangements, and on such terms, that she considers appropriate.

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**Background Papers:**

**Category of Report:**        OPEN



## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by:
<b>Legal Implications</b>
YES Cleared by: Andrew Bullock
<b>Equality of Opportunity Implications</b>
YES (Northern Community Plan EIA) Cleared by: Phil Reid
<b>Tackling Health Inequalities Implications</b>
YES
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
YES
<b>Economic impact</b>
NO
<b>Community safety implications</b>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Northern Community Assembly area of Sheffield
<b>Relevant Scrutiny Committee if decision called in</b>
Safer and Stronger Communities
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## 1. Summary

An initial round of allocations from the Northern Assembly Discretionary Budget 2012/13 was agreed at the Assembly Meeting on March 27<sup>th</sup> 2012. This report makes proposals to amend a decision taken at that meeting by reallocating £26,000 of the Ward Pot project funding towards the Small Grants Budget. The Assembly previously agreed £36,000 to continue a Ward Pot project and £20,000 to run Small Grants in 2012/2013.

This report is recommending that the Ward Pot budget is reduced to £10,000 and that £26,000 is reallocated to the Small Grants Budget.

The report provides a summary of the two funds and the reasons for recommending an amendment to the above allocations.

## 2. What does this mean for people within the Central Community Assembly Area?

The allocation of Northern Assembly Discretionary Funding ensures activity takes place to address the priorities in the Northern Community Assembly Plan, across all four wards in the area, including;

- Supporting Local Communities
- Activities for Children and Young People
- Better Parks and Open Spaces
- Safer Roads
- Improved Public Places and Spaces
- Supporting the needs of Rural Communities
- Safer Communities
- Reducing Negative Environmental Impact
- Supporting the local economy

## 3. Outcomes and Sustainability

The funding identified in this report will contribute to the delivery of the priorities in the Northern Community Assembly Plan, thus benefiting residents in the Northern Assembly Area.

The projects and activity within this report contribute to all five of the key ambitions as indicated in the Sheffield City Strategy 2010-2020 (Sheffield 2020 – Where People Shape the Future) –

- **Distinctive**; using the immense sense of pride local people have in the city and the Northern Assembly area to bring local projects forward for funding.
- **Successful**; working with partners at a local level with joint employment and community projects and strategically through our formal partnerships.
- **Inclusive**; support projects that enable all sections of our community to benefit and join in new activities.

- **Vibrant**; support the community and voluntary sector in working to achieve the priorities for the area.
- **Sustainable**; ensure that future generations can enjoy the open spaces in our area and that the Assembly plays a key role in protecting our environment.

The funding also supports the City Council's priorities, values and outcomes as set out in the Corporate Plan 'Standing Up For Sheffield'. In particular:

#### Priorities

- Supporting and protecting communities

#### Values

- Spend public money wisely
- Long term view
- Enable individuals and communities

#### Outcomes

- Better Health and Wellbeing
- Safe and Secure Communities
- An Environmentally Responsible City

## 4. Full Proposal

4.1 The Northern Assembly Discretionary Budget for 2012/13 is **£178,488**. This has been calculated on an aggregated ward basis, using a £1 per head of population allocation, and then an Index of Deprivation calculation.

Area	ID Allocation	Pop Allocation	Total Allocation
East Ecclesfield	29211	18,667	47878
Stannington	21698	18,536	40234
Stocksbridge and Upper Don	26192	19,435	45627
West Ecclesfield	26498	18,250	44748
<b>Northern CA Total</b>	<b>103,600</b>	<b>74,888</b>	<b>£178,488</b>

4.2 At the Northern Assembly Public Meeting on March 27<sup>th</sup> 2012, Members chose to allocate £156,500 as reflected in the Minutes. This leaves £21,988 to allocate. £36,000 was allocated to run a Ward Pot project and £20,000 to run a Small Grants Scheme.

4.3 The Ward Pot project has been run over the last two years. The aim of this pot is to fund small/ quick wins activities (for example repairing a broken fence in the park) resulting from suggestions, requests and/or complaints from the local community received by or reported to the Northern Community Assembly Members or the Northern Community Assembly Team.

4.4 At the time of the Community Assembly meeting in March 2012 it was unclear whether Assemblies would receive a Local Transport Plan (LTP) Highways Budget. In the absence of LTP funding, the Ward Pot budget was

set at £36,000 in order to allow small local highways schemes to be implemented alongside Ward pot requests under one process.

4.5 An LTP Highways budget has now been confirmed at Cabinet for each Community Assembly. The budget for 2012/2013 is £40,000 plus a carry forward from 2011/2012 of £12,309. Small local highways schemes are eligible under this funding.

4.6 At the Assembly Meeting in March 2012 the Community Assembly agreed £20,000 to run four small grants rounds throughout the year. This is funding to support Voluntary and Community Groups across the Northern Community Assembly area. The first round was launched on the 17th April 2012 and the closing dates for the four rounds are:

- Round 1: **11 May 2012, 3pm**
- Round 2: **20 June 2012, 3pm**
- Round 3: **20 September 2012, 3pm**
- Round 4: **7 November 2012, 3pm**

4.7 The first grants round in May was oversubscribed, with 40 applications totalling more than £33,000. £5348 of the funding has been allocated with a number of applications due to be reassessed at the next grants round alongside any new applications.

4.8 In 2011/ 2012 £25,000 was agreed from Discretionary funding to run the Ward Pot scheme. The funding last financial year was allocated accordingly:

- £11,782 to fund projects and groups which would now be eligible under the new Small Grants Funding
- £5463 contributed towards Small highways schemes
- £7755 to support services for quick win / repairs and issues work

4.9 £17,245 of the funding from last financial years Ward Pot would now be eligible through the Small Grants and Highways Budget. The recommendations within this report are being put forward on the basis of the Highways budget confirmation, the number of applications received in the first round of the small grants and the breakdown of spend on Ward Pot in 2011 / 2012.

## **5. Financial Implications**

The Northern Assembly has a **£178,488** Discretionary Budget to allocate in 2012/13, to help fulfil the priorities identified in the Northern Assembly Plan. Funds are available from within this sum to support the proposals set out above.

## **6. Legal Implications**

In implementing these proposals reliance will probably be placed on the new 'general power of competence' (the 'GPC') conferred on the Council by Section 1(1) of the Localism Act 2011. However, because the proposals relate to establishing two general funds from which a number of as yet undetermined grants will be paid, the Northern Assembly team will need to

take care that the making of each individual grant falls within the Council's legal powers, taking advice from Legal Services as necessary.

(Section 1(1) came into force on 18<sup>th</sup> February 2012 and provides that, "A local authority has power to do anything that individuals generally may do." This is clearly a very broad power, but it must be noted that it is subject to existing or future statutory limitations.)

The procurement of any goods, works or services must be undertaken in accordance with all relevant provisions of Sheffield City Council's Constitution including the Council's Contracts Standing Orders and all applicable procurement rules.

#### **7. Equality of Opportunity Implications**

The Northern Community Assembly Discretionary budget has been allocated to help address a range of needs in the area, as dictated by the Northern Community Assembly Plan (which is supported by an Equality Impact Assessment).

#### **8. Human Resource Implications**

There are no specific human resource implications for the Council as a result of the allocation of this funding.

#### **9. Environmental and Sustainability Implications**

These projects may have a marginal environmental benefit as a result of small grants and /or ward pot allocations being awarded.

#### **10. Mitigation of Risk**

The risks relating to this proposal have been considered by the Northern Community Assembly Team. These risks will be regularly reviewed and monitored.

Projects funded may not lead to noticeable improvement in the priority issue. The Assembly Team will monitor the impact of activity throughout the coming year, to assess whether projects have been effective.

The Assembly Team will administer the distribution of funding and ensure agreed targets and outcomes are being met. They will do this through the receipt of monitoring forms from providers and by visiting projects / activity on the ground.

The Assembly Manager will ensure payments are made and are released on time as per Council rules. Projects and Council Services need to be aware that all funding must be spent by 31<sup>st</sup> March 2013 and no carry forward or extension is likely.

#### **11. Alternative Options**

Alternative options to running a Small Grants fund and Ward Pot were considered alongside the report at the Assembly meeting in March 2012. An alternative option to the current proposal which has been considered is to adhere to the original Ward Pot and Small Grants allocation as agreed at the Assembly meeting on the 27<sup>th</sup> March 2012.

## **12. Reasons for Recommendations:**

The reallocation of funding is being recommended for two reasons:

- The Northern Community Assembly has received more Small Grants applications in the first round of grants than the Assembly team had anticipated for the full year. 40 applications received for the first round of funding totalling more than £33,000. The total budget for the year is £20,000.
- Cabinet have now confirmed that each Assembly have been allocated a Highways budget of £40,000. This means that any Highways scheme requests can be considered for funding from this budget rather than the ward pot.

## **13. Recommendations**

That the Northern Community Assembly:

- (1) Considers the information contained within this report and re-allocates the following sums from Northern Assembly Discretionary funds:
  - Previously agreed Ward Pot budget reduced from £36,000 to £10,000 (£2,500 per ward)
  - £26,000 from Ward Pot funding reallocated towards Small Grants Project (increasing Small Grants pot from £20,000 to £46,000)
- (2) Delegates authority to the Northern Community Assembly Manager, in consultation with the Chair of the Assembly and also, in the case of the Ward Pot funding, with the relevant ward members, to agree the allocation of funds from the Ward Pot and Small Grants budgets;
- (3) Authorises the Director of Community Services, in consultation with the Director of Legal Services, to agree the terms on which all funding referred to in this report is made available and to enter into such funding agreements with recipients of the funding and any other related agreements or arrangements, and on such terms, that she considers appropriate.

**Lisa Lyon / Marika Puglisi**  
**Northern Community Assembly Manager (Job Share)**



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## SHEFFIELD CITY COUNCIL Northern Community Assembly Report

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**Report of:** Highways Link Manager / Northern Community Assembly Manager

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**Date:** 10<sup>th</sup> July 2012

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**Subject:** Northern Assembly Highways Budget 2012/13

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**Author of Report:** Lisa Lyon / Marika Puglisi  
Northern Community Assembly Manager (Job Share)  
[lisa.lyon@sheffield.gov.uk](mailto:lisa.lyon@sheffield.gov.uk) 0114 2037153  
[marika.puglisi@sheffield.gov.uk](mailto:marika.puglisi@sheffield.gov.uk)

Andy Mckie  
Highways Link Manager  
[Andy.mckie@sheffield.gov.uk](mailto:Andy.mckie@sheffield.gov.uk)

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### Summary:

Each Assembly has been allocated £40,000 for Highways schemes in 2012/13. The Northern Assembly also has a Highways Budget Carry Forward of £12,309. This report sets out ideas for spending this sum, including:

- Speed Indication Device Rotation and new sites - £2664 for 12 rotations
- Wheel Lane - (Safety Camera Partnership signage) - £2000
- Schemes identified using statistical data as spending criteria – Up to £ 47,645

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### Reasons for Recommendations:

The purpose of the Highways Budget is to respond to local requests for Highways improvements. Safer Roads is one of the Northern Assembly Community Plan priorities.

The 2012/13 budget of £40,000 and £12,309 Carry Forward will only allow for a small number of schemes to be implemented in this financial year, the proposals set out in the report respond to requests from local residents, and build on the work carried out over the last few years.

## **Recommendations:**

That the Northern Community Assembly:

- (1) Regard having been had to the Sheffield City Strategy and to the relevant Secretary of State's guidance, confirms its belief that the granting of funding as envisaged in this report is likely to achieve the promotion and improvement of the social and environmental well-being of residents of the Northern Community Assembly Area;
- (2) Considers the information contained within this report and allocates the following sums from Northern Assembly Highways Budget 2012/13:
  - Speed Indication Device Rotation and new sites - £2664 for 12 rotations
  - Wheel Lane - (Safety Camera Partnership signage) - £2000
  - Schemes identified using statistical data as spending criteria - Up to £ 47,645
- (3) Delegates to the Highways Link Officer and Northern Assembly Manager, in consultation with the chair, the ability to adjust the precise sums within the areas of spend outlined in (2), and to apply any underspend from 2011/12 to the same projects.
- (4) Defers the decision on the Ecclesfield Road Phase 2 scheme until the coroners report and findings are released and until more information is made available on the Highways PFI programme
- (5) Defers the decision on a Worrall Road scheme until more information is made available on the Highways PFI programme

Category of Report: OPEN

### Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: Liz Orme
<b>Legal Implications</b>
YES Cleared by: Julian Ward
<b>Equality of Opportunity Implications</b>
NO Cleared by:
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
YES
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Northern Community Assembly area of Sheffield
<b>Relevant Scrutiny Committee if decision called in</b>
Safer and Stronger Communities
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **1. Summary**

Each Assembly has been allocated £40,000 for Highways schemes in 2012/13. The Northern Assembly also has a Highways Budget Carry Forward of £12,309. This report sets out ideas for spending this sum, including:

- Speed Indication Device Rotation and new sites - £2664 for 12 rotations
- Wheel Lane - (Safety Camera Partnership signage) - £2000
- Schemes identified using statistical data as spending criteria –  
Up to £ 47,645

## **2. What does this mean for people within the Central Community Assembly Area?**

The allocation of £40,000 for small Highways works via the Community Assembly allows some of the issues and priorities of local people to be addressed. If agreed, the proposed Highways spend set out in this report will allow 12 sites to be visited by a Speed Indication Device; will see issues of speeding addressed along Wheel Lane and The Wheel and help reduce the number of accidents, fatalities and collisions across the area.

## **3. Outcomes and Sustainability**

The funding identified in this report will contribute to the delivery of one of the priorities in the Northern Community Assembly Plan – Safer Roads - thus benefiting residents in the Northern Assembly Area.

The funding also supports the City Council's priorities, values and outcomes as set out in the Corporate Plan 'Standing Up For Sheffield'. In particular:

### Priorities

- Supporting and protecting communities

### Values

- Spend public money wisely
- Enable individuals and communities

### Outcomes

- A Great Place to Live

## **4. Full Proposal**

4.1 In previous financial years, the Assembly has had a large devolved budget for highway schemes (£275,000 in 2009/10 and 2010/11, reduced to £75,000 in 2011/12). This had allowed a number of large schemes (over £10,000) to be progressed, together with a minor works budget for small works.

4.2 In the current financial year 2012/13, the Highways Budget allocation to each Assembly has been reduced to £40,000. In this context, it will no longer be possible to fund a large schemes programme as in previous years, but the Northern Assembly can still choose to fund a variety of smaller schemes or one or two larger schemes across the area.

4.3 At a members briefing on the 12<sup>th</sup> June 2012 members considered various options for allocating the LTP Highways budget for 2012/2013. The following schemes were identified as priorities in 2011/ 2012 but not funded:

- Ecclesfield Road phase 2 (£20,000 plus a commuted sum)
- Consider reducing speed limit at Worrall (£15,000 plus a commuted sum)
- Wheel Lane (South Yorkshire Safety Camera Partnership, (SYSCP))
- Smiley Indicator Device (SID) rotation (£2664 for 12 rotations for 2012/2013)

4.4 It is recommended that a decision on the Ecclesfield Road Phase 2 scheme is deferred until the coroners report and findings are released and to enable Highways Officers to look at any potential cost savings for the work to be picked up through the PFI contractor.

4.5 When the PFI contract is fully operational, it may be prudent in terms of costings to consider a Worrall Road scheme to compliment the PFI Programme

4.6 In summary, it is proposed that the Assembly allocates the 2012/13 Highways budget as set out in the following table. Each item is discussed in more detail below.

<b>Project</b>	<b>Sum</b>
a. Speed Indication Device (SID) rotation	£ 2664
b. Wheel Lane (Safety Camera Partnership signage)	£ 2000
c. Small schemes identified using statistical data as spending criteria	Up to £ 47,645
	<b>£52,309</b>

#### **a. SID rotation**

The Assembly has purchased 2 Speed Indication Devices (SIDs), which can each be sited at 6 locations throughout the year on an 8-week rotation cycle. The costs of moving the SIDs and downloading and analysing the data from them costs £2664 for the year.

The Assembly identified the following 12 sites at an Assembly meeting on the 26<sup>th</sup> July 2011:

- Yew Lane
- Langsett Road North
- Hollins Lane
- Greengate Lane
- Wordsworth Avenue
- Carr Road
- Loxley Road
- Wheel Lane
- The Wheel
- Skew Hill Lane
- Chapel Road
- Rivelin Valley Road

Since the programme began the SIDS have visited the first 8 sites on the above rotation list and are currently on site at The Wheel and Skew Hill Lane.

Members are being asked to approve the next 2 sites on the rotation list (Chapel Road and Rivelin Valley Road) and agree £2664 to continue the SID Programme for 2012/2013.

The rotation list will be reviewed against SID data (see Appendix 1) at the four Ward meetings with Ward Councillors and the Community Assembly team. The £2664 does not include any new SID sites. Each new SID site requires a base to be supplied and installed at a cost of £415 per site.

#### **b) Wheel Lane/Townend Road Issues**

The Northern Community Assembly held a meeting for residents within the Wheel Lane / Townsend Road area in February 2012 attended by Officers from Highways, SY Police and the Camera Partnership. Residents were able to raise concerns regarding speeding and other problems affecting the area. (See Appendix 2 for minutes of meeting)

As a result of concerns:

- 1) The Assembly installed a SID in Wheel Lane and The Wheel. 39,438 vehicles were recorded by the SID between 13/01/2012 to the 15/02/2012. The average speed recorded was 33mph and the 85th percentile was 38mph. The average speed before the SID was in place was 37mph and the 85th percentile speed is 42mph. Therefore there was a 5mph reduction in average speeds while the SID was in place and a 4mph reduction in the 85th percentile speeds
- 2) The South Yorkshire Camera Partnership (SYSCP) undertook data gathering at 3 locations on the route in March 2012
- 3) Monitoring by residents of HGV usage of the route.

At the request of Sheffield City Council the Safety Camera Partnership has agreed to carry out a short period of enforcement. This will enable a further review of the engineering scheme in place and determine if any further interventions can be put in place.

In order for this enforcement to take place warning signs will need to be erected to warn drivers that speed enforcement will take place from time to time. A sign would need to be placed after the junction with Creswick Lane and opposite to No.336 The Wheel.

It is recommended that the Northern Community Assembly agree £2000 from it's LTP Highways budget to fund the signage and request the Safety Camera partnership to carry out a maximum of three months enforcement.

#### **c. Small schemes identified using statistical data as spending criteria (Up to £ 47,645)**

It is recommended that the remaining budget is allocated towards schemes across the area and that schemes are prioritised by need using statistical data provided by highways on fatalities, accidents and collision as the spending criteria.

## **5. Financial Implications**

The Northern Assembly, in line with all 7 Community Assemblies, has a £40,000 Highways Budget and £12,309 Carry forward to allocate in 2012/13, to help fulfil the priorities identified in the Northern Assembly Plan. The spending proposals set out in this report do not exceed this £52,309 allocation.

## **6. Legal Implications**

The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to implement the improvements requested in this report.

This funding is allocated from the Local Transport Plan budget and as such all projects using this funding will need to comply with the aims and objectives of the Local Transport Plan.

## **7. Equality of Opportunity Implications**

The Northern Community Highways budget is being applied across the Assembly area, with measures which will benefit all parts of the community, including pedestrians, public transport users, car users and those with limited mobility.

## **8. Human Resource Implications**

There are no specific human resource implications for the Council as a result of the allocation of this funding.

## **9. Environmental and Sustainability Implications**

The proposals in this report promote responsible driving and pedestrian safety.

## **10. Mitigation of Risk**

The risks relating to this proposal have been considered by the Northern Community Assembly Team and Highways Officers. These risks will be regularly reviewed and monitored.

## **11. Alternative Options**

Several alternative options for spend have been considered, but are not currently recommended for funding.

### **Options for 2012/2013 Budget:**

- Continue to allocate budget between the four Community Assembly wards. Ward members to agree a list of preferred small schemes or potentially 1 or 2 larger schemes at ward meetings
- Allocate budget to larger schemes across the Assembly
- Nominate 1 20mph zone to be funded centrally to a maximum of £40K.
- Fund 1 Additional 20mph scheme from the Assemblies Highways Budget
- Match spend to PFI programme of works ewden zone to be constructed between September 2012 and March 2013

- Ecclesfield Phase 2
- Consider reducing speed limit at Worrall

## **12. Reasons for Recommendations**

The purpose of the Highways Budget is to respond to local requests for Highways improvements. Safer Roads is one of the Northern Assembly Community Plan priorities.

The 2012/13 budget of £40,000 and £12,309 Carry Forward will only allow for a small number of schemes to be implemented in this financial year, the proposals set out in the report respond to requests from local residents, and build on the work carried out over the last few years.

## **13. Recommendations**

That the Northern Community Assembly:

- (1) Regard having been had to the Sheffield City Strategy and to the relevant Secretary of State's guidance, confirms its belief that the granting of funding as envisaged in this report is likely to achieve the promotion and improvement of the social and environmental well-being of residents of the Northern Community Assembly Area;
- (2) Considers the information contained within this report and allocates the following sums from Northern Assembly Highways Budget 2012/13:
  - Speed Indication Device Rotation and new sites - £2664 for 12 rotations
  - Wheel Lane - (Safety Camera Partnership signage) - £2000
  - Schemes identified using statistical data as spending criteria - Up to £ 47,645
- (3) Delegates to the Highways Link Officer and Northern Assembly Manager, in consultation with the chair, the ability to adjust the precise sums within the areas of spend outlined in (2), and to apply any underspend from 2011/12 to the same projects.
- (4) Defers the decision on the Ecclesfield Road Phase 2 scheme until the coroners report and findings are released and until more information is made available on the Highways PFI programme
- (5) Defers the decision on a Worrall Road scheme until more information is made available on the Highways PFI programme



**Appendix 1**  
**Northern Community Assembly - Progress on the Assembly's Speed Indicator Device Programme**

**1. Introduction**

- The Northern Community Assembly currently have two Smiley Speed Indicating Devices (SIDs).
- Speed Indicator Devices (SIDs) are temporary vehicle activated signs which detect and display real-time vehicle speeds. SIDs are a relatively cheap method of speed management which aim to change drivers' speed behaviour in different driving environments.
- To analyse their effect speed counts are taken at each site where the SIDs are to be deployed and this is then compared with the data collected by the SID whilst on site.
- In terms of criteria for choosing further sites, these may be 'community concern' locations that the Community Assembly is already aware of, but it is also recommended that they have a history of speeding problems and/or road collisions so that they can be used to the best effect.
- To maximise their effect and to reduce driver familiarity with the signs they are moved around at fixed intervals to known sites.

**2. Agreed order of rotation**

The order of rotation as agreed at the Northern Community Assembly Meeting in 26<sup>th</sup> July 2011 is as follows:

- Yew Lane
- Langsett Road North
- Hollins Lane
- Greengate Lane
- Wordsworth Avenue
- Carr Road
- Loxley Road
- Wheel Lane
- The Wheel
- Skew Hill Lane
- Chapel Road
- Rivelin Valley Road

The SIDs are currently on site at The Wheel and Skew Hill Lane.

**3. Progress**

- Since the programme began the SIDs have visited 8 sites on the rotation list.
- The data collected from the SIDs is shown in the following table. This shows the average and 85<sup>th</sup> percentile speeds of vehicles in mph. The 85<sup>th</sup> percentile speed is the speed that 85% of free flowing vehicles are not exceeding.

Location	Speeds	Before	Whilst SID on site	Difference
Yew Lane	Average Speed	35mph	30mph	-5mph
	85th Percentile Speed	39mph	35mph	-4mph
Langsett Road North	Average Speed	35mph	33mph	-2mph
	85th Percentile Speed	40mph	39mph	-1mph
Hollins Lane	Average Speed	28mph	25mph	-3mph
	85th Percentile Speed	34mph	30mph	-4mph
Greengate Lane	Average Speed	28mph	23mph	-5mph
	85th Percentile Speed	None available	30mph	None available
Wordsworth Avenue	Average Speed	Await data	31mph	n/a
	85th Percentile Speed	Await data	37mph	n/a
Carr Road	Average Speed	28mph	28mph	0mph
	85th Percentile Speed	30mph	33mph	+3mph
Loxley Road	Average Speed	32mph	30mph	-2mph
	85th Percentile Speed	36mph	36mph	0mph
Wheel Lane	Average Speed	37mph	33mph	-5mph
	85th Percentile Speed	42mph	38mph	-4mph

- Unfortunately there is no 'before' speed data is available for Wordsworth Avenue. A survey will be carried out to measure vehicle speeds now that the SID is no longer on site.
- The table shows that the SIDs have been successful at reducing speeds in the majority of the locations that they have visited so far. These results are very encouraging as research carried out by Transport Research Laboratory (TRL Report 314) showed that on average SIDs achieve a 1.4 mph reduction in speeds whilst on site.
- The SID did not reduce speeds on Carr Road but it should be noted that the average speeds here were 28mph both before the SID was on site and during, so there is not a speeding problem at this location.

#### **4. Recommendations**

- That Members note the progress being made with the SID programme and the success in reducing speeds so far.
- That Member decide if they wish to continue with the SID programme for the 12/13 financial year.

Susie Pryor  
Transport & Highways  
2nd May 2012

**Appendix 2**  
**Wheel Lane Residents Meeting**  
**Whitley Cricket Club,**  
**7<sup>th</sup> February 2012**

<b>1.</b>	<p><b>Officer / Partner Attendance:</b></p> <p>Cllr Trevor Bagshaw - Northern Community Assembly Chair  Cllr Colin Taylor - East Ecclesfield Councillor  Andy Mckie - Highways Link Officer, SCC  Simon Botterill - Highways, SCC  Kevin Bennett - Safety Camera Partnership  Scott Dernie - Safety Camera Partnership  Inspector Steve Mouza - South Yorkshire Police  Lisa Casey - Safer Neighbourhood Officer, SCC  Lisa Lyon - Northern Community Assembly  Manager</p> <p><b>Apologies:</b></p> <p>Cllr Kathleen Chadwick - West Ecclesfield Councillor</p>	
<b>2.</b>	<p><b>Welcome and Introductions</b></p> <p>Cllr Trevor Bagshaw introduced officers and partners to the meeting and thanked the Cricket Club for the use of the room. Cllr Bagshaw explained that the meeting had been organised in response to resident concerns raised at the Northern Community Assembly Meeting and to Councillors and Highways.</p>	
<b>3.</b>	<p><b>Traffic Speeds</b></p> <p>Andy Mckie, Highways, explained the background to the existing Wheel Lane scheme designed by the Road Safety Team. Andy reported that post scheme radar checks showed 85% of vehicles using the higher section of Wheel Lane, close to 110 Wheel Lane, were travelling 39mph downhill and 42mph uphill. The data was collated over one day.</p> <p>As a result of local concerns and the radar speeds the Northern Community Assembly and Highways agreed to site a Speed Indicator Device (SID) in order to collect further data recording speeds. The SID is in situ but due to disruption caused by the water mains work it has not been possible to get a true reading of speeds.</p> <p>SIDs are usually rotated across locations, however it has been agreed that this SID will remain in this location until the SID has collected two weeks data uphill and four weeks data downhill in normal mode of operation. The data will then be shared with the Safety Camera Partnership.</p> <p>Kevin Bennett and Scott Dernie, Safety Camera Partnership, explained that in preparation for the meeting they had carried out an evaluation of Wheel Lane data. The results revealed three collisions between 2006 and 2011 resulting in slight injuries with none of the</p>	

	<p>incidents reporting speeding as a factor.</p> <p>Scott informed the meeting that the Safety Camera Partnership intends to carry out a Tube survey which will enable them to record the number of HGV's on this route.</p> <p>A number of residents gave examples of accidents that had not been included in Safety Camera Partnership statistics. Scott explained that they can only deal with the data reported.</p> <p>Scott and Kevin gave a presentation explaining:</p> <ul style="list-style-type: none"> <li>• Where the Safety Camera Partnership Enforce – Sites that have a Killed or seriously Injured history</li> <li>• New Site Proposals – Identified from a range of partners e.g Police, Local Authorities, Residents</li> <li>• The 4 E's relevant to their work: Evaluating sites, Education (speed awareness courses), Engineering Solutions (speed humps etc), Enforcement Static (Static Cameras, Mobile Enforcement)</li> <li>• 7 staff covering the whole of South Yorkshire</li> </ul> <p><b>Resident Questions:</b></p> <p><b>Question:</b> Can we have 30mph repeater signs installed?</p> <p><b>Response:</b> No, Government legislation does not permit Local Authorities to install 30mph repeater signs other than at the start and end of a 30mph zone.</p> <p><b>Question:</b> Why is parking on Halifax Road more of a priority than Wheel Lane?</p> <p><b>Response:</b> Statistics show that there has been a number of accidents on Halifax Road. The road is probably one of the highest in Sheffield for collisions.</p> <p><b>Question:</b> Why are you just looking at Wheel Lane?</p> <p><b>Response:</b> Cllr Bagshaw explained that the Safety Camera Partnership were asked to look specifically at Wheel Lane for the purpose of this meeting and as a starting point. It is now clear that this needs to be looked at as a wider area.</p>	
4.	<p><b>HGV Review – Simon Botterill, Highways, SCC</b></p>	
	<p>Simon explained that the problem with HGV's has been getting worse around the city for a few years and his team has been gathering evidence of the issues over this time. A number of the problems are in the Rural areas, the use of Sat Nav's is particularly problematic here. Until recently Simon's team has not had the capacity or tools to act upon the evidence. Last Year Simon's team secured Government Funding to tackle the issue.</p> <p>Initially Highways will be focussing on the City's Strategic Networks, generally 'A' Class roads, where HGV's are travelling through Sheffield. The work will involve looking at solutions such as working with the Road Haulage Association to identify preferred networks for</p>	

	<p>HGV's, developing Freight / Sat Nav maps for HGV's and Advisory signage etc</p> <p>Highways will then tackle the issue of HGV's travelling to and within Sheffield. Highways will build on the evidence collated to date consulting with residents in areas such as 'The Wheel' where known problems exist.</p> <p>One of the solutions being looked at will be to install signage, however, although this can be done at relatively little cost, this would still require capital funding.</p> <p>Simon stressed that this is a complex issue for Sheffield and will take some time to tackle. He will be reporting to Full Council in May 12.</p> <p>Steve Mouza explained that the Police looked at enforcement measures 12 months ago and again in December/ January 12. The topography of the area makes it difficult to use some of the enforcement equipment. It is also difficult to stop vehicles due to the problems already raised regarding the width of the roads. Steve mentioned that funding could be available from the Safer Road Partnership but would require a joint approach with Highways.</p> <p>Residents raised concerns regarding the high number of HGV's using Wheel Lane and Townend Road and gave examples of the company's using this route on a regular basis.</p> <p>Residents were worried that Emergency Vehicles would struggle to get access to properties as the route is extremely narrow and cannot accommodate HGVs side by side.</p> <p><b>Questions/ Comments:</b></p> <ul style="list-style-type: none"> <li>• Jawbone Lane has a weight restriction, can we have a weight restriction?</li> <li>• Would a width restriction, similar to the one on Salt Box Lane, resolve the issue?</li> <li>• The Road Safety Scheme shouldn't have stopped at Wheel Lane; it should have been looked at as a wider area.</li> <li>• Can we have a spatial plan developed for the area?</li> <li>• Grass verges are being continually destroyed; please take this into consideration when looking at options.</li> <li>• Has there been a post project scheme appraisal?</li> </ul> <p>Simon noted the requests and questions and explained that these would be recorded. The first stage is to sort out the City's Strategic Networks and then focus on the Local networks.</p> <p>Cllr Bagshaw will be requesting a copy of the post project scheme appraisal from John Bann.</p>	
<b>5.</b>	<b>What Next?</b>	
	<p>Cllr Bagshaw summarised the discussions and outlined the next steps:</p> <ul style="list-style-type: none"> <li>• Notes to be written up and circulated</li> </ul>	

	<ul style="list-style-type: none"><li>• Safety Camera Partnership to carry out Tube Survey and report finding to Highways</li><li>• Steve Mouza to explore option of funding with Highways and Northern Community Assembly</li><li>• SIDs data to be collated and analysed</li><li>• Officer and Partner meeting in March to review current position</li><li>• Follow up residents meeting in May June 2012</li></ul>	
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## SHEFFIELD CITY COUNCIL Northern Community Assembly Report

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**Report of:** Director of Development Services

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**Date:** July 10 2012

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**Subject:** **Petition expressing concerns over the safety of pedestrians crossing Stannington Road near the junction of Stanwood Avenue**

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**Author of Report:** Andrew Kay

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**Summary:** **The purpose of the report is to assist the Assembly in order to provide a reply to the petitioners**

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**Reasons for Recommendations:** In summary - the available feasible options of improvement may prove of very little Road Safety benefit to pedestrians.

**Recommendations:** That the request to provide a pedestrian facility, to the west of the Stannington Road/Stanwood Avenue junction, is declined - principally on safety grounds.

The petitioners are thanked for bringing this matter to the attention of the Council.

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**Background Papers: No**

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**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES
<b>Legal Implications</b>
NO
<b>Equality of Opportunity Implications</b>
NO
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
North Community Assembly
<b>Relevant Cabinet Portfolio Leader</b>
Cllr Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Cabinet Highways Committee
<b>Is the item a matter which is reserved for approval by the City Council?</b>
Yes
<b>Press release</b>
NO

## **REPORT TO THE NORTHERN COMMUNITY ASSEMBLY**

### **1.0 SUMMARY**

- 1.1 To respond to petitioners requesting provision of a pedestrian crossing on Stannington Road near Stanwood Avenue.

### **2.0 WHAT DOES THIS MEAN FOR PEOPLE WITHIN THE NORTHERN COMMUNITY ASSEMBLY AREA**

- 2.1 If an option to promote measures is adopted by the Community Assembly the process involved in consulting on the proposal supports the 'A Great Place to Live' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased confidence in the consultation processes.

### **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 Implementation of a pedestrian crossing would have an implication for future maintenance costs. Provision of such a facility would assist pedestrians crossing Stannington Road. However provision of a crossing would eliminate the possibility of legitimate on-street parking outside the shops and would necessitate relocating a bus stop.
- 3.2 If the Community Assembly decides to take no action there will be no outcomes to report.

### **4.0 REPORT**

- 4.1 A petition, containing 831 signatures was received by the Cabinet Highways Committee at its meeting on March 2 2011. Subsequently the petition was referred to the Northern Community Assembly.

A covering letter, written by the lead petitioner, explained the motives behind the petition:

*" We the undersigned wish to support a move to have a pedestrian crossing installed to help all people being :- School children/senior citizens/partially sighted or blind persons/infirm or disabled/anyone with special needs and the public in general.*

*This crossing to be installed near to the bus stop on Stannington Road at the junction with Stanwood Avenue.*

*The action is instigated as results of several accidents at this*

*spot, most of which may not have been reported to the necessary authorities.*

*We hope action will be achieved before there is a fatality.”*

- 4.2 Stannington Road is classified as B6076. The speed limit is 30 mph and the road is a major bus route used by service buses and school buses (e.g. to and from Bradfield School). The road width, near the Stanwood Avenue junction, is 7.6 metres.
- 4.3 There is a long standing build out, on Stannington Road, a few metres east of Stanwood Avenue. The build out reduces road width by one metre. The tendency is for more pedestrians to use this facility in the morning peak period. The facility is convenient for residents of the south side of Stannington Road heading for the inbound bus stop. However, for some, the build out is not on the direct route for journeys to the shops or the outbound bus stop. Generally, in these instances, the build out is not used.



The existing build out – the inbound bus stop can also be seen

- 4.4 Appendix B includes details of indicative pedestrian counts. Appendix C is a speed survey.
- 4.5 During observation on site a number of pedestrian routes were evident: The build out tended to be used by pedestrians walking on the east side of Stanwood Avenue or to get to and from the inbound bus stop. Some residents crossed into the mouth of the junction. These pedestrians tended to use the footpath (between Rivelin Park Crescent and Stannington Road) and were making journeys to and from the shops.

To the west, of the Stanwood Avenue junction, the shops and the outbound bus stop were generators of crossing activity. After getting off the bus a number of locals chose to cross the main road near the bus stop. In addition to the “made” footpath shown on the plan there are two unmade footpath links between Rivelin Park Crescent and the area near the outbound bus stop. These paths are used by local residents.

There are frequent opportunities to cross Stannington Road and the gap times, between approaching vehicles, can be considerable. The vast majority of pedestrians observed were able to cross the carriageway within a minute of reaching the kerb.

- 4.6 In the five years up to February 29<sup>th</sup> 2012 one pedestrian injury incident is recorded in police accident records. An 85 year old pedestrian was seriously injured while crossing Stannington Road, to the west of Stanwood Avenue, in January 2007.
- 4.7 The Council and Members have considered this location before. Officers engaged in feasibility work related to the provision of a Zebra Crossing at the Stannington Road/Stanwood Avenue junction. Subsequently, Members of the North and West Planning and Highways Area Board received a report titled “Abandonment of a Possible Zebra Crossing Scheme on Stannington Road” (29 July 2003).

The following paragraphs (in italics) are taken from that report. The layout, on this stretch of Stannington Road is little changed since 2003.

*“When feasibility work commenced, design colleagues reported that there were problems with inadequate visibility (the junction of Stanwood Avenue is located on a bend on Stannington Road). To address this it would be necessary to relocate two bus stops and even then, this would not wholly resolve the problem. (For the same reason, it would not be possible to locate a pedestrian refuge at this location).*

*For this reason, the decision was taken to abandon the scheme on the grounds it was not feasible to construct a safe facility. In coming to this decision the following factors were taken into consideration:*

- *The number of pedestrians crossing Stannington Road, at this junction, is relatively low.*
- *In the last ten years there have been only two pedestrian injury accidents at this location, both of which were “slight”*
- *There is an existing uncontrolled crossing facility, in the*

*form of build outs, on the north east side of the junction.*

- *A pedestrian crossing scheme involving the provision of speed cushions/humps and a raised Zebra Crossing is to be installed approximately 300 metres away on Stannington Road. It is scheduled to be built in Autumn 2003.*
- *The traffic calming measures associated with this latter scheme will also have the effect of improving the crossing opportunities at the existing build outs.*

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The layout is little changed since engineers reviewed this location in 2003. Because visibility is restricted by the bend it is not feasible to construct a safe pedestrian facility to the west of the Stanwood Avenue junction.



The bend restricts road user intervisibility

- 5.2 Even if the area in front of the shops was judged an appropriate location for a crossing, customer parking and space for loading and deliveries would be removed as all on street parking, in front of the shops, would be unavailable. Relocation of the outbound bus stop would be necessary and this will, by degree, alter pedestrian desire lines which, in turn, may diminish the attractiveness of incorporating a crossing into a walking route. It is likely that some residents would express disapproval if a bus stop was sited outside their house.



Currently on street parking is available in front of the Post Office and number 302

- 5.3 It may be feasible to locate a Zebra Crossing, in conjunction with speed cushions, on the eastern side of the Stanwood Avenue junction. Such a facility would supercede the existing build out. Nonetheless it is doubtful that all pedestrians would be drawn to the crossing and some may continue to cross Stannington Road using direct routes. The necessary relocation of the in bound bus stop would in its self contribute to an alteration to customary pedestrian desire lines. Taking everything into account the commensurate safety gain, in replacing the existing build out, would be minimal. The estimated cost of providing a Zebra Crossing, with traffic calming features would be in excess of £80,000.
- 5.4 Doing nothing is an option. The situation will remain as it is.
- 5.5 This section of Stannington Road could be subject to a traffic calming scheme – possibly a series of cushions. Such a scheme would not be of direct help to pedestrians crossing the road. The effect would be a reduction in vehicle speeds but, again, the overall safety improvement may be minimal.

From a traffic management view point the deterrent effect of providing traffic calming measures on a B road may be viewed as a negative. Drivers may well seek other inappropriate routes thereby creating additional road safety problems.

It is difficult to provide a precise cost estimate for such a traffic calming scheme without detailed design work taking place. However an indicative estimate may be in excess of £65,000.

- 5.6 Forge Valley students, on bus and walking journeys, do have the option of using the Zebra Crossing at the Stannington Road/Barlow Road. In comparison with the walking route (which takes in Stanwood Avenue) the difference in distance is fifty metres.

Very few Forge Valley students live in the area south west of Stanwood Avenue. Most of the children witnessed crossing the road, in front of the shops, on the mornings of 20<sup>th</sup> and 21<sup>st</sup> February 2012 did so after alighting an outbound bus (N.B. 31 children did this on 21<sup>st</sup> Feb). These Forge Valley students *choose* to take an indirect route (i.e. remaining on the outbound bus) in order to pay a visit to the shops.

5.7 Financial Implications

Any scheme would be funded from the Northern Community Assembly's financial allocation.

5.8 Legal Implications

The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all road users. In reaching decisions of this nature must clearly take into account any road safety issues that may arise and follow the relevant legislation and guidance. Providing that it does so, it is acting lawfully, as it is doing in this case.

5.9 Equality of Opportunity Implications

Provision of a crossing would be of universal positive benefit to all local pedestrians regardless of age, sex, race, faith, disability, sexuality etc. However there will be particular positive benefit to less able pedestrians such as the elderly, disabled, young children (and their carers) etc. No negative equality impacts have been identified.

5.10 Human Resource implications

No significant implications are identified

5.11 Environmental and Sustainability Implications

Implementation of a pedestrian crossing will reduce the availability of on street parking. A similar outcome may arise with the implementation of a traffic calming scheme. Loss of on street parking is likely to provoke objections from residents and shopkeepers.



## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 A number of observations have been made at the Stannington Road/Stanwood Avenue junction and the petitioners' concern, for pedestrians crossing the main road near the shops, is understandable. Unfortunately the more pertinent measures of assistance for pedestrians (i.e crossings, pedestrian refuge) are not safe options for this location. Provision of a specific facility explicitly encouraging a crossing movement in an area of restricted intervisibility is unsound. This was the conclusion of engineers in 2003 and the basic layout is little changed. The existing build out, to the east of the Stanwood Avenue junction, is probably the optimum Road Safety feature.
- 6.2 Aside from any safety considerations it is unlikely, in any event, that a scheme would be funded from mainstream Council budgets. Throughout the city there are a number of locations where pedestrians cross in greater numbers and that have more imposing accident history.
- 6.3 A traffic calming scheme may have the effect of reducing vehicle speeds by degree but it would be of no direct assistance to pedestrians crossing Stannington Road. Traffic calming features would have a permanent effect on vehicle speeds on a B road. Any deterrent effect may lead drivers to take alternative, inappropriate routes. From a Traffic Management standpoint the B6086 is an appropriate route for commuter traffic and discouraging this route to any great extent may be inadvisable.
- 6.4 Overall pedestrian numbers are relatively low at this junction. It is appreciated that the existing build out is not direct for all pedestrian journeys but this facility is available for those who value safety over convenience. The build out is pertinent for walking journeys to and from Forge Valley School (opened in September 2011) and for those wishing to wait for the bus at the inbound stop. Forge Valley students are also able to use the Zebra Crossing at the Stannington Road/Barlow Road junction rather than walk Stanwood Avenue. The difference in the distance between these two walking journeys is slightly less than fifty metres. However relatively few Forge Valley students live south west of the Stanwood Avenue junction and subsequently there are very few genuine walking journeys. In the morning period large numbers of students crossing Stannington Road have chosen to travel further on the outbound buses in order to pay a visit to the shops. This is not a direct school journey.

All things considered a commitment of resources to any of the feasible options described may yield little dividend in terms of overall pedestrian safety at this location.

## **7.0 RECOMMENDATIONS**

- 7.1 That the request to provide a pedestrian facility, to the west of the Stannington Road/Stanwood Avenue junction, is declined - principally on safety grounds.
- 7.2 The petitioners are thanked for bringing their understandable concern to the attention of the Council.

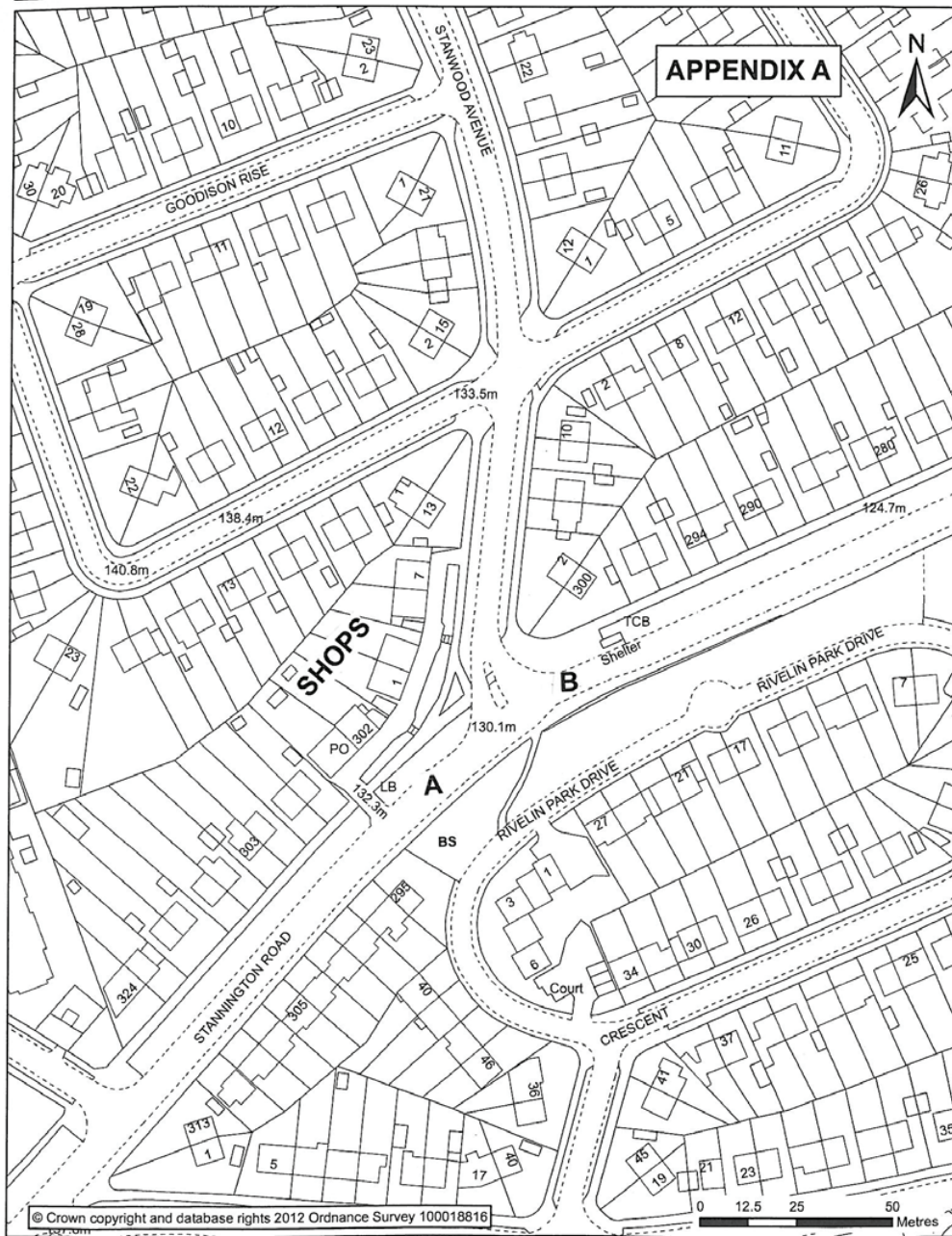


Highway Records  
Development Services  
Howden House  
Union Street  
Sheffield  
S1 2SH

**Location:**  
**Stanwood Avenue/Stannington Road**

Date: 17 January 2012

Scale: 1:1,250



**APPENDIX B - Pedestrians crossing Stannington Road**

Point A relates to pedestrians crossing in the area in front of the shops and the outbound bus stop

Point B relates to the area at the mouth of the junction and at the build out near the in bound bus stop.

Vehicle counts (at Point B) were recorded simultaneously

January 31st (School Day) Cold, overcast otherwise fine.

	Northbound pedestrians		Traffic
	Point A	Point B	Westbound
12.01 -13.00	9 adults 1 accompanied child	3 adults	215

	Southbound pedestrians		Traffic
	Point A	Point B	Eastbound
12.01-13.00	2 adults	3 adults	196

February 1st 2012 (School day) A cold and clear day.

	Northbound pedestrians		Traffic
	Point A	Point B	Westbound
14.31-15.00	5 adults	2 adults	125
15.01-16.00	10 adults 3 unaccompanied children	8 adults	274

	Southbound pedestrians		Traffic
	Point A	Point B	Eastbound
14.31-15.00	4 adults	0	98
15.00-16.00	6 adults 2 unaccompanied children	7 adults 2 unaccompanied children	225

February 2nd 2012 (School day) A cold and clear day.

Northbound pedestrians			Traffic
	Point A	Point B	Westbound
15.01- 16.00	7 adults 1 accompanied child 7 unaccompanied children	14 adults 5 accompanied children 1 unaccompanied child	255

Southbound pedestrians			Traffic
	Point A	Point B	Eastbound
15.01- 16.00	5 adults 1 accompanied child 10 unaccompanied children	3 adults 1 accompanied child 2 unaccompanied children	205

February 3 2012 (School day – but not for Forge Valley students) A cold clear day.

Northbound pedestrians			Traffic
	Point A	Point B	Westbound
07.46 – 08.00	3 adults	2 adults 1 accompanied child	36
08.01 - 09.00	4 adults 3 unaccompanied children	12 adults 4 accompanied children 3 unaccompanied children	139
16.21 - 17.20	8 Adults 10 unaccompanied children	7 adults 1 unaccompanied child	337

Southbound pedestrians			Traffic
	Point A	Point B	Eastbound
07.46 – 08.00	0	1 unaccompanied child	76
08.01 - 09.00	6 adults	1 adult 1 unaccompanied child	263
16.21 – 17.20	5 adults 1 accompanied child	2 adults	221

February 14 2012 (Non school day) A clear day.

Northbound pedestrians			Traffic
	Point A	Point B	Westbound
08.16 - 09.15	3 adults	4 adults	132
16.31 - 17.30	8 adults 3 unaccompanied children	5 adults 4 unaccompanied children	315

Southbound pedestrians			Traffic
	Point A	Point B	Eastbound
08.16 - 09.15	1 adult	3 adults	206
16.31 - 17.30	5 adults 1 accompanied child 5 unaccompanied children	0	208

February 20 2012 (School day) A cold clear day.

Northbound pedestrians			Traffic
	Point A	Point B	Westbound
08.01 - 09.00	10 adults 3 accompanied children 16 unaccompanied children	11 adults 4 accompanied children 5 unaccompanied children	151
14.46 - 16.00	16 adults 4 Unaccompanied children	4 adults 2 accompanied children 5 unaccompanied children	361

Southbound pedestrians			Traffic
	Point A	Point B	Eastbound
08.01 - 09.00	6 adults	1 adult	250
14.46 - 16.00	9 adults 1 accompanied child !3 unaccompanied children	2 adults 3 accompanied children 4 unaccompanied children	288

February 21 2012 (School day) A cold clear day.

	Northbound pedestrians		Traffic
	Point A	Point B	Westbound
07.46 - 08.45	39 unaccompanied children	7 adults 3 accompanied children	148

	Southbound pedestrians		Traffic
	Point A	Point B	Eastbound
07.46 - 08.45	4 adults	2 adults	214

NB In the above tables all the unaccompanied children appeared to be of secondary school age.

## **Development Services**

Director: L Sturch, MRTPI  
Howden House · 1 Union Street · Sheffield · S1 2SH  
Fax: (0114) 273 6358

Officer: Mr S Ashton  
Our Ref: TE/3 – PET/F/T334295/SA

Tel: (0114) 273 6166  
Date: 10<sup>th</sup> March 2011

Mr Burgin  
7 Stanwood Avenue  
Sheffield  
S6 5HX

Dear Mr Burgin,

### **Petition – Request for Pedestrian Crossing – Stannington Road/Stanwood Avenue**

I refer to the recent petition and letter dated 2<sup>nd</sup> March 2011 concerning the above.

I am investigating the matters raised in the petition which will include a site visit, analysis of the traffic speeds/volumes, and an investigation into the reported injury accidents records.

As part of this process I think it might be useful to meet yourself at Stannington Road to discuss the matters raised in the petition.

Therefore I would be grateful if you could let me know an appropriate day and time when we could meet on site. I can be contacted on telephone on 0141 2736166 or by email at [steven.ashton2@sheffield.gov.uk](mailto:steven.ashton2@sheffield.gov.uk).

Kind Regards

Road Safety Engineer  
Transport and Highways Division

Large print versions of this letter are available  
by telephoning (0114) 273 5907





Date	Time	C1/1-10		C3/16-20		C4/21-25		C5/26-30		C6/31-35		C7/36-40		C8/41-45		C9/46-50		C10/51-55		C11/56-60		C12/61-65		C13/66-99		TOTAL	AVERAGE M.P.H.	% EXCEEDING 30 M.P.H.	85TH %ILE SPEED
		SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED	SPEED				
26/01/2012	00:00:00	0	0	0	0	2	3	5	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17	34	71	39	
1	01:00:00	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	37	100	42		
2	02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	43	100	43		
3	03:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	30	50	30		
4	04:00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	29	25	29		
5	05:00:00	0	0	1	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	30	73	39	
6	06:00:00	0	2	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	30	47	33	
7	07:00:00	0	0	3	8	17	32	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	111	27	37	32		
8	08:00:00	0	8	13	20	25	51	39	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	165	27	33	32		
9	09:00:00	3	11	20	25	51	39	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	28	38	34		
10	10:00:00	0	8	16	45	39	40	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	201	27	30	32		
11	11:00:00	4	10	25	37	65	47	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	27	30	33		
12	12:00:00	0	8	37	58	59	53	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	28	36	33		
13	13:00:00	3	10	24	34	83	61	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	26	36	33		
14	14:00:00	6	22	35	31	51	64	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	28	36	34		
15	15:00:00	0	4	26	38	68	55	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	283	26	23	32		
16	16:00:00	7	18	37	66	89	50	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288	29	41	33		
17	17:00:00	2	14	14	49	90	93	19	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	293	27	28	32		
18	18:00:00	5	18	24	37	127	74	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	269	28	40	33		
19	19:00:00	7	23	22	32	78	75	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	29	47	34		
20	20:00:00	1	8	18	27	62	74	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	31	56	39		
21	21:00:00	0	4	8	7	61	65	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	108	33	69	37		
22	22:00:00	0	2	2	5	25	47	21	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	79	32	61	39		
23	23:00:00	0	4	3	4	20	21	18	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	62	33	69	38		
24	24:00:00	0	1	3	4	11	24	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3444	28	39	34		
Statistic.		38	175	331	529	1034	944	310	66	14	2	1	0	0	0	0	0	0	0	0	0	0	0	3444	28	39	34		

Date	Time	STANNINGTON ROAD SITE - AT LIGHTING COLUMN 40 METRES MALIN BRIDGE SIDE OF STANWOOD ROAD ADJACENT TO HOUSE NO. 301													SPEEDS OF VEHICLES TRAVELLING TOWARDS MALIN BRIDGE DIRECTION (TOWARDS RADAR UNIT) FOR THURSDAY 26TH JANUARY 201				SPEEDS OF VEHICLES TRAVELLING AWAY FROM MALIN BRIDGE DIRECTION (TOWARDS RADAR UNIT) FOR THURSDAY 26TH JANUARY 201				TOTAL		% EXCEEDING 30 M.P.H.	85TH %ILE SPEED
		C1/1 - 10	C2/11 - 15	C3/16 - 20	C4/21 - 25	C5/26 - 30	C6/31 - 35	C7/36 - 40	C8/41 - 45	C9/46 - 50	C10/51 - 55	SPEED	C11/56 - 60	SPEED	C12/61 - 65	SPEED	C13/66 - 99	SPEED	AVERAGE M.P.H.	% EXCEEDING 30 M.P.H.						
26/01/2012	00:00:00	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	9	30	33	32				
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	03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	34	80	36					
	04:00:00	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	12	35	83	40						
	05:00:00	0	0	0	0	0	2	3	7	0	0	0	0	0	0	0	46	35	85	40						
	06:00:00	0	0	0	0	2	5	18	15	5	1	0	0	0	0	0	122	33	69	37						
	07:00:00	0	0	0	3	10	25	50	27	6	1	0	0	0	0	0	215	30	42	35						
	08:00:00	0	0	0	3	27	95	74	14	2	0	0	0	0	0	0	160	29	31	32						
	09:00:00	0	0	0	3	29	78	42	5	2	1	0	0	0	0	0	158	28	27	32						
	10:00:00	0	0	0	12	33	70	39	4	0	0	0	0	0	0	0	181	28	30	33						
	11:00:00	0	4	14	32	76	45	10	0	0	0	0	0	0	0	0	167	27	26	31						
	12:00:00	0	8	22	33	61	36	7	0	0	0	0	0	0	0	0	146	28	28	32						
	13:00:00	0	0	7	30	68	31	8	1	1	0	0	0	0	0	0	158	28	33	32						
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	20:00:00	0	1	6	28	54	44	4	2	1	0	0	0	0	0	0	119	30	46	35						
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	22:00:00	0	0	3	11	23	33	5	4	0	0	0	0	0	0	0	62	30	37	34						
	23:00:00	0	0	0	13	26	16	7	0	0	0	0	0	0	0	0	37	32	62	37						
	24:00:00	0	0	0	1	3	10	15	6	1	1	0	0	0	0	0	2618	29	35	33						
Statistic.		1	27	130	518	1037	686	183	29	7	0	0	0	0	0	0	2618	29	35	33						

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## SHEFFIELD CITY COUNCIL Report to Northern Community Assembly

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**Report of:** Community Assembly Manager

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**Date:** 10 July 2012

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**Subject:** Northern Community Assembly Representation on  
Sheffield Homes Boards: Northern and North West

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**Author of Report:** Marika Puglisi and Lisa Lyon, Northern Community  
Assembly Manager  
0114 2845875 [Marika.Puglisi@sheffield.gov.uk](mailto:Marika.Puglisi@sheffield.gov.uk)

---

### **Summary:**

The Leader's scheme of delegation for the discharging executive functions authorises Community Assemblies to "nominate Council representation for the appropriate Sheffield Homes Area Board in consultation with the appropriate Cabinet member". The appropriate Cabinet member is currently the holder of the Homes and Neighbourhoods portfolio.

Members of the Northern Community Assembly have been consulted about making two nominations; one to the Sheffield Homes North Area Board, and one to the North West Area Board. Either Cllr Garry Weatherall or Cllr Trevor Bagshaw have been proposed as the reps for the North Board 2012/13 and Cllr Richard Crowther has been proposed as the reps for the North West Board 2012/13.

---

**Reasons for Recommendations:** The Northern Community Assembly has been requested to nominate two Sheffield City Council appointees, one to the North Area Board and one to the North West Board.

### **Recommendations:**

The Northern Community Assembly is recommended to:-

(1) have regard to any views expressed by the Cabinet Member for Homes and Neighbourhoods about the proposal to nominate Cllr Garry Weatherall or Cllr Trevor Bagshaw to the Sheffield Homes North Area Board, and Cllr Richard Crowther to the Sheffield Homes North West Area Board, and having regard to any such views to nominate two members of the Assembly to these positions;

(2) request the Director of Modern Governance to refer these nominations to full Council for approval at the earliest approval; and

(3) subject to Council approval, request the Assembly Manager to complete the necessary paperwork to effect the agreed appointments, in consultation with the Director of Legal Services.

**Background Papers:** None

**Category of Report:** OPEN  
**Statutory and Council Policy Checklist**

<b>Financial Implications</b>
NO Cleared by:
<b>Legal Implications</b>
YES Cleared by: Andrew Bullock
<b>Equality of Opportunity Implications</b>
NO Cleared by:
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
Northern Community Assembly area of Sheffield
<b>Relevant Scrutiny Committee if decision called in</b>
Safer and Stronger Communities
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
NO

## **1. Summary**

The Leader's scheme of delegation for the discharging executive functions authorises Community Assemblies to "nominate Council representation for the appropriate Sheffield Homes Area Board in consultation with the appropriate Cabinet member". The appropriate Cabinet member is currently the holder of the Homes and Neighbourhoods portfolio.

Members of the Northern Community Assembly have been consulted about making two nominations; one to the Sheffield Homes North Area Board, and one to the North West Area Board. Either Cllr Garry Weatherall or Cllr Trevor Bagshaw have been proposed as the reps for the North Board 2012/13 and Cllr Richard Crowther has been proposed as the reps for the North West Board 2012/13.

## **2. What does this mean for people within the Northern Community Assembly Area?**

Part of the governance structure of Sheffield Homes includes Area Boards, the purpose of which is to:

"provide a focus on services and customers in a local area, to ensure that Sheffield Homes services are responsive to the varying needs of different communities in Sheffield".

## **3. Outcomes and Sustainability**

This proposal fits in with the values and outcomes of the Corporate Plan 2011-14 'Standing up for Sheffield'.

### **Values**

- Spend public money wisely
- Enable individuals and communities
- Working better together

### **Outcomes**

- A Great Place to Live
- Safe and Secure Communities

## **4. Full Proposal**

The Leader's scheme of delegation for the discharging executive functions authorises Community Assemblies to "nominate Council representation for the appropriate Sheffield Homes Area Board in consultation with the appropriate Cabinet member". The appropriate Cabinet member is currently the holder of the Homes and Neighbourhoods portfolio.

Sheffield Homes are a key partner in each of the Assembly Areas. They have named senior officer representation on each of the Partner Panels and have worked closely with the Assembly Teams on a number of projects and initiatives.

The Area Boards meet on a bi-monthly basis and the agendas focus on service delivery by the Company at an area level. They provide a key link in the Company's governance structure between the Board of Directors,

Tenants' and Residents' Associations (TARAs), Local Housing Partnership groups and tenants.

The composition of Area Boards is as follows: -

- 5 tenants.
- 4 independents.
- 2 Sheffield City Council appointees.
- A maximum of one leaseholder may take one of the tenant places on each Area Board.

The expectation is that the Assembly's nominees would provide the formal link between the work of the Assembly and Sheffield Homes, further strengthening the partnership relationships and reassuring tenants and residents that there is an additional opportunity for influencing the work priorities of the Assembly and also ensuring that opportunities for joint work are not missed.

The practice of Assemblies making nominations to the Sheffield Homes Area Boards, promotes closer working relationships between tenants and the members of the Assembly. This increases the influence of and helps to inform the decision making of the Assemblies.

The boundaries of the Northern Community Assembly are different from those of the Housing areas. Significant parts of both the North and North West Housing Areas fall within the Assembly boundary. Therefore, one representative for each of these Housing Boards is being requested from the Northern Community Assembly.

Members of the Northern Community Assembly have been consulted and have provisionally proposed Cllr Garry Weatherall or Cllr Trevor Bagshaw as the nominee to the Northern Board, and Cllr Richard Crowther as the nominee to the North West Board. The views of the Cabinet Member for Homes and Neighbourhoods have been sought and his response will be reported to the meeting so it can be taken into account.

Although the function of nominating Council representatives to the Area Boards has been allocated to the Community Assemblies, under the Council's arrangements for discharging 'local choice functions', the actual appointment of the nominees is a non-executive function reserved to Full Council. The Assembly's nominations will therefore need to be referred to Council for endorsement.

## **5. Financial Implications**

There are no specific financial implications arising from this proposal.

## **6. Legal Implications**

There are no specific legal implications arising from this proposal, other than that the appointees will need to be mindful of their legal role and responsibilities when serving on the local Board.

## **7. Equality of Opportunity Implications**

There are no specific equality of opportunity implications arising from this proposal



## **8. Human Resource Implications**

There are no specific human resource implications arising from this proposal.

## **9. Environmental and Sustainability Implications**

There are no specific environmental and sustainability implications arising from this proposal.

## **10. Mitigation of risk**

The expectation is that the nominees will provide the formal link between the work of the Assembly and Sheffield Homes. There is a need to ensure that there is a framework to allow the nominees to formally feedback to the Assembly at regular intervals.

If a nominee is no longer able to fulfil this role (temporarily or permanently) then the Assembly will have to provide a substitute as and when that situation arises.

## **11. Alternative Options**

The Northern Community Assembly could consider alternative nominees to the Councillors proposed.

## **12. Reasons for Recommendations**

The Northern Community Assembly has been requested to nominate two Sheffield City Council appointees, one to the North Area Board and one to the North West Board.

## **13. Recommendations**

The Northern Community Assembly is recommended to:-

(1) have regard to any views expressed by the Cabinet Member for Homes and Neighbourhoods about the proposal to nominate Cllr Garry Weatherall or Cllr Trevor Bagshaw to the Sheffield Homes North Area Board, and Cllr Richard Crowther to the Sheffield Homes North West Area Board, and having regard to any such views to nominate two members of the Assembly to these positions;

(2) request the Director of Modern Governance to refer these nominations to full Council for approval at the earliest opportunity; and

(3) subject to Council approval, request the Assembly Manager to complete the necessary paperwork to effect these appointments, in consultation with the Director of Legal Services.

**Marika Puglisi and Lisa Lyon**  
**Northern Community Assembly Manager**

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