



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 09/05/2013

Subject: Request for pedestrian crossing on Hutcliffe Wood Road

Author of Report: Gay Horsfield Tel: 2735828

Summary: The request will be considered along with all other requests, looking at each Streets Ahead 'zone' in turn as programmed over the next five years. This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

Reasons for Recommendations:

Hutcliffe Wood Road is due in the Streets Ahead programme in Year 4, 2016. Approximately 12 months in advance of this, all requests in that zone (as known at that time) will be assessed and prioritised. The outcome will not be known until that time and it is recommended that the petitioners be informed of this new process.

Recommendations: See above.

Background Papers: Appendix A - Letter to Councillors (including Assessment Criteria)

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO Cleared by:
Legal Implications
NO Cleared by:
Equality of Opportunity Implications
NO Cleared by:
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO
Area(s) affected
Site of the petition
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

PETITION RESPONSE

1.0 SUMMARY

- 1.1 All requests for highways improvements will be considered in a timetable aligned to the programme for the Streets Ahead project, using the assessment criteria approved by councillors.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The request will be considered along with all other requests, looking at each Streets Ahead 'zone' in turn as programmed over the next five years. This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money, and, in line with the Corporate Plan 2011-2014. If the facilities are provided they will contribute to the creation of a safer residential environment and a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 If a facility is built it will help promote sustainable transport. This will contribute to the delivery of:
- the '*sustainable and safe transport*' objective of the Corporate Plan;
 - a 'Great Place to Live'
 - the Council's Vision For Excellent Transport In Sheffield

4.0 REPORT

Accident Data

- 4.1 At the time of the assessment the most recent accident data available for last five years will be extracted for the petition site. (Should a road safety issue become apparent in advance of the assessment, officers are made aware of this and the scheme is assessed separately on accident saving criteria.)

Assessment and Streets Ahead Programme

- 4.2 There are currently over 1200 requests for local accessibility improvements to the transport network across Sheffield. These include requests for pedestrian crossings, traffic calming, footpath improvements, danger reduction schemes and school entrance schemes. In recent years, Local Transport Plan funding has only allowed for a relatively small number of schemes to be progressed each year. All requests are scored using agreed assessment criteria, see Appendix B.
- 4.3 All requests are added to a file and mapped. This map is available to view on the Sheffield City Council website. No requests are deleted until an appropriate solution has been found.

- 4.4 The Streets Ahead core investment programme provides a unique opportunity to step up the implementation of these types of schemes where we can dovetail with the maintenance programme. This has the benefit of potentially reducing scheme costs allowing us to maximise the limited resources we have available, as well as limiting disruption on street, and perhaps most importantly demonstrating a coordinated approach to the public. The Council has therefore adopted this close alignment of the Transport Capital and the Streets Ahead programmes for the foreseeable future.
- 4.5 All scheme requests for all Streets Ahead Zones and any other roads due to be maintained in a particular financial year are selected approximately 12 months in advance of this programme. These requests are then sorted by highest assessment score. Potential schemes are discussed with local members. The number of schemes progressed are then determined by the amount of money available for that financial year and their feasibility.

Assessment Criteria

- 4.6 The petition site will be assessed using the approved criteria. If applicable pedestrian numbers, vehicle counts and/or speeds may also need to be checked.
- 4.7 If the petition site is in an area or zone not yet treated then the request will be assessed and considered at a later date alongside all other transport requests in that zones. If the petition site is in a zone that has already been through the Streets Ahead project then no action will be considered until the five year moratorium has passed.
- 4.8 Hutcliffe Wood is in the Streets Ahead zone 'A18 Dore' currently programmed for Year 4 (2016). This request is therefore proposed to be assessed sometime in mid 2015.

Relevant Implications

- 4.9 No legal, financial or equality implications have been identified as no course of action has been recommended at this time.

Conclusion

- 4.10 Once the detailed assessment has taken place the request will be considered along with all the other requests for the financial year. If the requests score highly enough, and it is feasible to improve conditions at this location, then the most suitable form of improvement will implemented.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 These will not be considered until the request has been scored.

6.0 REASONS FOR RECOMMENDATIONS

6.1 The request will be considered along with all other requests, looking at each Streets Ahead 'zone' in turn as programmed over the next five years.

7.0 REASONS FOR EXEMPTIONS

7.1 Not applicable.

8.0 RECOMMENDATIONS

8.1 Endorse the proposed revision to how petitions are handled, mindful of the Streets Ahead programme. (Petitions no longer to be reported to Cabinet Highways Committee but a register to be kept alongside all other requests received.).

8.2 Assess and score the petition request which will be prioritised along with all other pedestrian requests in conjunction with the Streets Ahead zonal works, in the time scale discussed above.

8.2 The lead petitioner is informed of the decision, in that the request will be assessed in 2015 alongside all other requests in that Streets Ahead zone..

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Date	22 November 2013

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Dear Councillor

Delivering Small Highway Schemes with Streets Ahead

I am writing to update you on the Council's revised processes for prioritising new highway scheme requests and for programming new highway works in future years, based around the new Streets Ahead "core investment programme" of maintenance works. Over the next five years, Amey have developed their programme on a "zonal" basis. There are just over 100 zones across the city and Amey will be working on around 20 per year. Each Ward comprises several of these zones.

There are currently over 1200 requests for local accessibility improvements to the transport network across Sheffield. These include requests for pedestrian crossings, traffic calming, footpath improvements, danger reduction schemes and school entrance schemes. In recent years, Local Transport Plan funding has enabled a relatively small number of schemes to be progressed each year, prioritised using the Council's approved priority assessment criteria, or by the Community Assemblies for their local funding allocations (which have now ceased).

Over the next five years, the Streets Ahead core investment programme provides a unique opportunity to step up the implementation of these types of schemes, because we can dovetail improvements with the maintenance programme. This has the benefit of potentially reducing scheme costs allowing us to maximise value for money with the limited resources we have available, as well as limiting disruption on street, and perhaps most importantly demonstrating a coordinated approach to the public.

Scheme Prioritisation

All scheme requests are registered on a single list, and are now plotted on a "GIS-based" map compatible with Streets Ahead webpages. This enables scheme requests within particular "zones" to be easily viewed with outline details including their priority score.

Scheme requests have been prioritised as follows:

- Every year, all requests in zones due to be maintained the following year are assessed and scored.
- The requests are sifted further using officers' knowledge of the requests, and local conditions.

- Due to the short timescales in Year 1 (2013/14), deliverability has of necessity been given high priority to enable design and construction to align with the planned maintenance works by Amey.
- Schemes are selected purely on their priority assessment score and deliverability, therefore some zones may not have any schemes selected if none score highly.

The short list of schemes for Year 1 is attached to this letter and they are being progressed in line with the Streets Ahead Project.

The initial selection of Year 2 (2014) schemes has now started. Once a number of feasible and deliverable schemes have been shortlisted, all ward Councillors for the relevant zones will be contacted and we will be meeting with you to discuss local issues and scheme priorities. Officers will present schemes selected and not selected, and the basis for the sifting, giving local members the opportunity to input to the process. It is proposed to continue this process for the next five years, until the end of the initial “core investment period”

Further details of the Priority Assessment process

The assessment criteria used by the Council have been agreed and have been in use for several years now. Assessment scores are compiled from a series of questions, each of which is scored as follows:

Priority Assessment Criteria	Scoring Range
IMPACT ON NUMBER OF PEDESTRIAN & CYCLIST ACCIDENTS	Each question is scored between +2 and -2: +2 significant positive +1 slightly positive 0 neutral -1 slightly negative -2 significantly negative
DEGREE OF FEAR AND INTIMIDATION	
TO WHAT DEGREE IS IT A MAJOR WALKING ROUTE	
IMPACT ON CONDITIONS FOR WALKING	
IMPACT ON ACCESS TO LOCAL AMENITIES (SHOPS, SCHOOLS, DOCTORS etc)	
IMPACT ON PUBLIC TRANSPORT	
IMPACT ON INAPPROPRIATE DRIVER SPEEDS	
IMPACT ON CYCLING	
IMPACT ON PEOPLE WITH DISABILITIES	
TOTAL SCORE	

The scheme request list is now available on the Council’s website in a map format, which also shows the Streets Ahead programme
<https://www.sheffield.gov.uk/roads/works/schemes/transport-service-requests/Scheme-request-map.html>

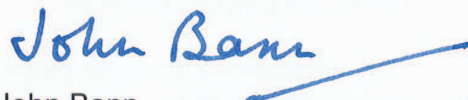
During the core investment period, we intend to assess the great majority of requests in batches to align with Amey's preparation for each zone, unless unusual or urgent circumstances indicate the need for immediate action (for example, where there might be scope to include the request within a bigger, strategic project, or a clear road safety danger occurs or is identified).

As the core investment period progresses, it is likely that we will receive requests for zones which have already been completed. These requests will need to be assessed to determine whether there is a need for immediate action (assumed to be rare and relate to significant road safety issues). The more normal course of action will be to defer them until the end of the core investment period when the process for prioritising requests will need to be considered again.

In light of the increasingly difficult budget position we can no longer fund minor traffic orders (such as double yellow lines), reducing our ability to respond to local requests.

I hope this helps explain how the Council aims to make best use of combining transport improvement funds with the Streets Ahead maintenance programme over the next five years. Please don't hesitate to contact Gay Horsfield or Gemma Carl at transport@sheffield.gov.uk if you would like further guidance on this process.

Yours sincerely



John Bann
Head of Transport, Traffic and Parking Services

Streets Ahead Year 1 (2013/14) – Priority Minor Highway Schemes

Streets Ahead Zone	Location	Description
B65 Wybourn	Manor Lane	Pedestrian crossing of Manor Lane. Location still being established.
A04 Grimesthorpe	Page Hall Road at Barretta Street	Convert existing hump to raised plateau to assist pedestrians crossing Page Hall Road
	Burngreave Road at junction with Minna Road	Junction improvements and improved crossing point for pedestrians
	Tyler Street at pedestrian entrance to Meadowhall Interchange	Pedestrian crossing to improve access to Meadowhall Interchange
	Tyler Street at Barrow Road	Add pedestrian crossing facilities to the existing traffic signals
A05 Totley	Greenhill Parkway, at Reney Road	Pedestrian island to help school children cross the road, at Greenhill School
	Greenhill Parkway (including Fox Lane)	Measures to assist pedestrians crossing at points along Greenhill Parkway. Feasibility only.
A11 Mosborough	Owlthorpe Greenway	Footway improvements
	Owlthorpe Greenway at Holbrook Avenue	Provide footway and bus stop improvements
	Station Road / Moss Way	Measures to improve safety and flow of traffic
	Rotherham Road, Halfway	Widen existing pedestrian island to assist pedestrians crossing
	Holbrook Avenue at Eckington Way	Crossing facilities at junction
B17 Parson Cross	Southey Green Road at junction with Halifax Road	Pedestrian island and build outs to help pedestrians cross and improve access to the shops.
B57 Meadowhead	Chesterfield Road / The Dale (Woodseats)	Junction narrowing to make it easier for pedestrians to cross The Dale

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