



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Report

Report of: Executive Director, Place

Date: 16 January 2014

Subject: Responding to petitions requesting Transport, Traffic and Parking Services.

Author of Report: Gay Horsfield Tel: 2735828

Summary:

All petition requests will be considered along with all other existing requests. These scheme requests include:

- Pedestrian accessibility (Streets Ahead Enhancements)
- 20 mph speed limit areas
- Waiting restrictions
- Permit Parking.

All requests will be assessed, and in the majority of cases, implemented at the same time as any Streets Ahead zone work over the next five years.

Approximately 12 months in advance of each zone, all requests in that zone (as known at that time) will be assessed and prioritised. The outcome of any petition or request will not be known until that time.

Reasons for Recommendations:

This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

Recommendations:

Endorse the proposed revision to how petitions are handled, mindful of the Streets Ahead programme.

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

The lead petitioners are informed of this new process along with the scheduled date for the Streets Ahead zone concerned.

Background Papers:

Appendix A - Streets Ahead Enhancement Scheme Priority Assessment Process

Appendix B – Streets Ahead Year 1 Priority Enhancement Schemes

Appendix C – Proposed 20 mph programme for 2014/15 and 2015/16

Appendix D – Waiting Restrictions Assessment

Appendix E – Standard Streets Ahead Enhancements Request Reply

Appendix F – Standard 20 mph Request Reply

Appendix G – Standard Waiting Restrictions Request Reply

Appendix H – Standard Permit Parking Request Reply

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES – 06.01.14 Cleared by: Matthew Bullock
Legal Implications
YES – 06.01.14 Cleared by: Nadine Wynter
Equality of Opportunity Implications
See sections 4.8, 4.16, 4.23 & 4.32 Cleared by: Ian Oldershaw
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 petition requests will be considered along with all other existing requests. These scheme requests include:

- Pedestrian accessibility (Streets Ahead Enhancements)
- 20 mph speed limit areas
- Waiting restrictions
- Permit Parking.

All requests will be assessed, and in the majority of cases, implemented at the same time as any Streets Ahead zone work over the next five years.

Approximately 12 months in advance of each zone, all requests in that zone (as known at that time) will be assessed and prioritised. The outcome of any petition or request will not be known until that time.

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 to 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

Streets Ahead Enhancements Schemes

4.1 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.

4.2 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. 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.

- 4.3 All requests are scored using an agreed assessment criteria. This is set out in Appendix A. If applicable pedestrian numbers, vehicle counts and/or speeds may also need to be checked. All requests are added to a file and mapped. This map is available to view on the Sheffield City Council website, <https://www.sheffield.gov.uk/roads/works/schemes/transport-service-requests/Scheme-request-map.html>.
No requests are deleted until an appropriate solution has been found.
- 4.4 At the time of the assessment the most recent accident data available for last five years will be extracted for the request site. Should a road safety issue become apparent in advance of the assessment, the relevant officers will be made aware of this and the scheme assessed separately on accident saving criteria, and will be funded from a separate budget.
- 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 Ward Members. The number of schemes progressed are then determined by the amount of money available for that financial year and their feasibility. The schemes for Year 1 are included in Appendix B.
- 4.6 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 on road works in the area has passed.

Relevant Implications

- 4.7 No legal or financial implications have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.8 No equality implications have been identified as the assessment process (see Appendix A) will take into account pedestrian accessibility and more vulnerable road users. Any road safety issues will be addressed separately (see 4.4).

Conclusion

- 4.9 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.

20 mph Speed Limit Schemes

- 4.10 The intention is to co-ordinate the delivery of the majority of 20mph schemes with the Streets Ahead maintenance programme, whilst also addressing the areas with the very worst accident records.
- 4.11 Currently the twelve areas with the worst accident records will be made into 20 mph areas by March 2016. Three of these- Parson Cross West, Woodthorpe and Steel Bank / Crookesmoor - will be implemented in 2013/14
- 4.12 Some areas will be revisited - London Road, Hackenthorpe, Gleadless Valley - where Streets Ahead work has been completed. Other areas - Heeley, Shirebrook, Hillsborough - would receive a 20mph limit ahead of the maintenance programme.
- 4.13 The remaining three areas - Woodhouse, Meadowhead/Greenhill/ Beauchief and Firth Park - will become 20mph areas in tandem with the core Streets Ahead programme together with another eight high-ranking areas. The full programme is set out in Appendix C, including scoring schemes and the methodology used.
- 4.14 There are currently 110 potential 20mph areas in Sheffield. The current petition sites in Heeley and Coisley Hill will be prioritised by Streets Ahead area and accident numbers. If the petition site is in a zone not yet treated then the request will be assessed and considered at a later date alongside all other 20 mph requests in the zones programmed for a specific year. 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 on roads in the area has passed.

Relevant Implications

- 4.15 No legal or financial implications have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.16 Prioritising high accident areas will have a positive equality implication on vulnerable road users.

Conclusion

- 4.17 Once the assessment has taken place the request will be considered along with all the other requests for the financial year. If the request scores highly enough then the 20 mph area will be implemented, in the short to medium term, depending on the level of finance available.

Standard Waiting Restriction Requests

- 4.18 Accident data will not be used to assess waiting restriction requirements.
- 4.19 Where possible any changes to waiting restrictions will be implemented alongside the Streets Ahead project.

- 4.20 There are currently over 600 requests for waiting restrictions. The petition site will be prioritised by score and Streets Ahead area.
- 4.21 If the petition site is in a zone not yet treated then the request will be assessed and considered at a later date alongside all other waiting requests in the zones programmed for a specific year. 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 on roads in the area has passed.

Relevant Implications

- 4.22 No legal or financial or equality implications have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.
- 4.23 No equality implications have been identified as the assessment process has not changed (see Appendix D) and it will take into account pedestrian accessibility. It can also promote improved accessibility for all road users and a better turn around for parking spaces at busy locations.

Conclusion

- 4.24 Once the assessment has taken place the request will be considered along with all the other requests for the financial year. If the request scores highly enough then the waiting restriction will be implemented.

Permit Parking Requests

- 4.25 The priority is currently for those areas adjacent to and to the east and north of the City Centre (these being the areas closest to the central area without controls), as agreed by the Culture, Economy and Scrutiny Board in October 2009, confirmed by Cabinet in January 2010. This will have the effect of extending the peripheral parking zones to form a complete 'doughnut' around the city centre.
- 4.26 It is anticipated, subject to consultation and due process, that schemes will be progressed to complete the 'doughnut' in the coming two or three years, after which consideration can be given to investigating potential schemes elsewhere in the City.
- 4.27 The criteria for prioritising instigation of public requests beyond the 'doughnut' has yet to be determined precisely, but it is anticipated that scoring would prioritise schemes –
- In close proximity to the city centre;
 - In areas affected by displacement from other permit parking schemes, or scheme to improve traffic flow on main routes;
 - Where there is considerable local concern; and/or,
 - Where new development may worsen parking conditions.

A report shall be brought forward for Cabinet Member Decision in due course, outlining options for prioritisation of permit parking schemes once the

peripheral 'doughnut' has been completed.

4.28 Where cost or disruption can be saved by co-ordinating the introduction of permit parking schemes with the Streets Ahead project, these schemes shall be prioritised above schemes of otherwise similar priority that cannot be so co-ordinated.

4.29 Where schemes have been prioritised for investigation, parking surveys would be conducted to ascertain that the criteria agreed by the Scrutiny Board and Cabinet are met. These criteria are:

- A minimum of 85% of kerbside parking capacity is occupied; and,
- A minimum of 30% of parking demand is associated with outside activity.

4.30 Where the above criteria are met, a permit parking scheme will be developed, and taken on to public consultation, statutory advertisement, and implementation as appropriate.

Relevant Implications

4.31 No legal or financial have been identified as no course of action has been recommended at this time. However should any legal or other implications arise, appropriate consultation and advice will be sought on the issues as required.

4.32 Any equality implications will be identified from public consultation and this will take into account any specific requirements from vulnerable road users, especially disabled persons.

Conclusion

4.33 The current priority for permit parking schemes is the peripheral 'doughnut'. Once this is complete, received petitions will be assessed alongside other requests received. If a request scores highly enough, if the on-street parking situation meets the agreed criteria, and subject to public consultation and due process, a suitable parking scheme will be implemented.

5.0 **ALTERNATIVE OPTIONS CONSIDERED**

5.1 No alternatives have been considered as not prioritising work with the Streets Ahead programme would result in higher costs together with extra disruption on the road network.

6.0 **REASONS FOR RECOMMENDATIONS**

6.1 This process will be fair and transparent and result in the most beneficial schemes being progressed across the City with maximum value for money.

7.0 **RECOMMENDATIONS**

7.1 Endorse the proposed revision to how petitions are handled, mindful of the Streets Ahead programme.

- 7.2 Assess and score the petition request which will be prioritised along with all other pedestrian requests in conjunction with the Streets Ahead zonal works, within the Streets Ahead time scale.
- 7.3 The lead petitioners are informed of this new process along with the scheduled date for the Streets Ahead zone concerned.

Author Simon Green
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