



SHEFFIELD CITY COUNCIL Northern Community Assembly Report

Report of: Highways Link Manager / Northern Community Assembly Manager

Date: 10th July 2012

Subject: Northern Assembly Highways Budget 2012/13

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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

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

Financial Implications
YES Cleared by: Liz Orme
Legal Implications
YES Cleared by: Julian Ward
Equality of Opportunity Implications
NO Cleared by:
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
YES
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Northern Community Assembly area of Sheffield
Relevant Scrutiny Committee if decision called in
Safer and Stronger Communities
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
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
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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 12th 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.

Project	Sum
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
	£52,309

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 26th 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;
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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 26th 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 85th percentile speeds of vehicles in mph. The 85th 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,
7th February 2012

1.	<p>Officer / Partner Attendance:</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>Apologies:</p> <p>Cllr Kathleen Chadwick - West Ecclesfield Councillor</p>	
2.	<p>Welcome and Introductions</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>	
3.	<p>Traffic Speeds</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"> • Where the Safety Camera Partnership Enforce – Sites that have a Killed or seriously Injured history • New Site Proposals – Identified from a range of partners e.g Police, Local Authorities, Residents • 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) • 7 staff covering the whole of South Yorkshire <p>Resident Questions:</p> <p>Question: Can we have 30mph repeater signs installed?</p> <p>Response: 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>Question: Why is parking on Halifax Road more of a priority than Wheel Lane?</p> <p>Response: 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>Question: Why are you just looking at Wheel Lane?</p> <p>Response: 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>HGV Review – Simon Botterill, Highways, SCC</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>Questions/ Comments:</p> <ul style="list-style-type: none"> • Jawbone Lane has a weight restriction, can we have a weight restriction? • Would a width restriction, similar to the one on Salt Box Lane, resolve the issue? • The Road Safety Scheme shouldn't have stopped at Wheel Lane; it should have been looked at as a wider area. • Can we have a spatial plan developed for the area? • Grass verges are being continually destroyed; please take this into consideration when looking at options. • Has there been a post project scheme appraisal? <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>	
5.	What Next?	
	<p>Cllr Bagshaw summarised the discussions and outlined the next steps:</p> <ul style="list-style-type: none"> • Notes to be written up and circulated 	

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