



SHEFFIELD CITY COUNCIL Report to East Community Assembly

Report of: Head of Transport and Highways

Date: 27th September 2012

Subject: East Community Assembly Local Highway Schemes

Author of Report: Andy Mckie

Summary:

- The East Community Assembly have an overall budget of £110,799 available for 'local highway schemes' in 2012/13, as part of devolving decisions and priorities on local issues and improving the responsiveness of the Council to meeting local requests.
 - The East Community Assembly has already agreed a list of schemes for implementation in 2011/12, and it is intended to continue and complete schemes in the current financial year.
 - This report contains an update on the actual progress of the limited number of schemes that can be afforded within the current budget
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Reasons for Recommendations:

The East community Assembly support and fund highways schemes at the locations of the highest number of child accidents

The Community Assembly and Transport & Highways teams in discussion with Ward members have analysed the requests from local residents and undertaken some preliminary feasibility work on a provisional list of potential projects. That work has enabled the identification of a list of schemes, which can be implemented in 2012/13.

Recommendations:

That the Assembly:

- notes the current budgetary position regarding funding availability (£110,779).
- receives and reviews the Duke Street briefing note.
- notes the progress being made with the scheme on East Bank Road. (Total £92,000)
- notes the need for ward nominations for small scheme improvements to a total cost of £5,000 per ward.
- notes that as part of the Streets Ahead Contract, the Manor Estate, Base Green and Wybourn zones are programmed to be improved in 2013.
- notes that the Woodthorpe 20 mph speed limit zone will be funded from strategic resources in the calendar years 2013/2014.

Background Papers:
None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications No
Legal implications Yes – Andrew Bullock
Equality of Opportunity implications No
Tackling Health Inequalities implications No
Human rights implications No
Environmental and Sustainability implications No
Economic impact No
Community safety implications No
Human resources implications No
Property implications No

1. Summary

- The East Community Assembly have £110,799 available for 'local highway schemes' in 2011/12,
- The East Community Assembly has already agreed a list of schemes for implementation in 2011/12, that have been identified by local people and that contribute towards the delivery of Local Transport Plan (LTP) objectives. Residents have informed the recommendations within this report via direct requests to Transport and Highways Service, or local councillors, petitions and / or Community Assembly 'You Say' events.
- This report contains an update on the schemes previously selected by the Assembly and which remain to be completed in 2012/13 subject to the budget limit identified above.
- It should be noted that in 2012/2013 and beyond highway scheme costs will include a sum for maintenance as part of the Highway Maintenance Streets Ahead programme which has now commenced.

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

- Highways schemes in the East Community Assembly area are prioritised according to child accident sites. The Assembly will fund schemes that reduce child accident rates.
- The local highway schemes now proposed will all assist local people in using the highway in their area, both on foot and, in some cases by vehicle and will address local highway concerns, adding to improved community safety.

3. Outcomes and Sustainability

- The funding and construction of the local highways schemes will contribute to the highways priority in the East Community Assembly Plan, to reduce the number of people killed or seriously injured on the roads, and for the highways to be cleaner, repaired and unclogged.
- It also meets all nine of the Councils' principles as indicated in the Corporate Plan. In particular
 - Local voice – priorities influenced by local people
 - Customers as individuals – needs of individuals within communities will be considered
 - Equality of opportunity – providing for all aspects of a local community to get involved

4. Financial Summary

2012/13 year-end summary

- Allocation for 2012/13 schemes.....£40,000
- “Approved carry-over” from 2011/12.....£70,779
- Total available.....**£110,779**

2012/13 Budget Summary

Confirmed 2012/13 Budget = £110,779

5. Large Schemes Update

5.1 Duke Street Bus gate

Members have expressed a need to have no restriction on Duke Street due to the new development at Park Hill and the planned movement of the Grace Owen Nursery to the lower block.

Members wish to proceed with a full bus gate removal. A feasibility study has been requested by members to assess the impact on Park Square roundabout, Commercial Street and Sheaf Street and the potential impacts on the wider strategic highway. Network.

The briefing note is appended.

5.2 East Bank Road near Hurlfield Road

Accident analysis shows that there have been three child pedestrian accidents at this location in 2010, all of them on a school journey. This ties in with the relocation of the access to Springs Academy to Hurlfield Road (it was previously on East Bank Road). Such a high accident rate over such a short timescale on a school route is unprecedented and is therefore considerable cause for concern.

East Bank Road was the subject of a Road Safety traffic calming scheme which was completed in 2009. The purpose of the scheme was to reduce the number of pedestrian accidents the majority of which involved children travelling to and from school. The length of the scheme on East Bank Road was between Northern Avenue and Dagnam Road, however near to the end of construction the school entrance was moved from East Bank Road to Hurlfield Road. In doing this the travel pattern of school children changed and so more children crossed at the location identified above.

The design shows an extension to complement the existing calming scheme The scheme also includes a zebra crossing for all pedestrians and measures to reduce the speed of vehicles entering Hurlfield Road from East Bank Road when travelling in a westerly direction. It is not necessary to build all the scheme at one go, or even at all, and if a cheaper scheme is developed for East Bank Road this will release some funding for further works elsewhere.

This scheme has been the subject of a Road Safety Audit and residents have also been consulted. Following comments received from residents, some amendments to the scheme have been proposed and agreed but objections remain which cannot be accommodated. The objections will be referred to Cabinet Highways Committee in October/November seeking a determination.

The timing of the scheme needs also to be reviewed in light of the emerging Streets Ahead programme. East Bank Road is currently programmed to be treated in 2016 but it may be possible to advance a length of the proposed highway maintenance to be done immediately in advance of the East Bank Road improvement. Initial discussions have already been held with the Highways Maintenance Client.

5.3 Continuation of the rotation of the Speed Indication Devices

The speed indication devices have been well received all across the City and they have provided the necessary evidence base in areas where traffic speeds are a concern.

The rotation of these devices will continue and be carried out by the newly appointed highway maintenance provider, Amey.

5.4 Strategic 20mph Zone

At the meeting of the Cabinet Highways Committee on the 13th September 2012 the proposed Woodthorpe 20 mph zone was approved for construction within the East Assembly area in 2013/14.

6. Small Schemes Update

Small schemes will be nominated by ward members from the full list of requests for their ward up to the value of £5000. Priority will be given to small schemes that have the largest community benefit and are located at accident sites. In order to maximise the advantage of the Streets Ahead Programme it is recommended that the nominations made complement the emerging 5 year highways maintenance programme.

7. Relevant Implications

The Council, as the Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report. This funding is allocated from the Council's Local Transport Plan budget provided by central government and as such all projects using this funding will need to comply with the aims and objectives of the Local Transport Plan.

The Director of Neighbourhood Renewal and Partnerships in consultation with the Head of Transport, Traffic & Parking Services and the Director of Legal Services has confirmed this is an approved use of LTP funds.

The Head of Transport, Traffic and Parking Services has authority to design and build the projects now identified as part of the Council's overall transport capital programme.

There are direct equality implications in that all of the recommended proposals are geared to the needs of pedestrians and other users who might have mobility problems (wheelchair users; mobility scooters; prams). The proposals in themselves are intended to assist all members of the local community regardless of gender or ethnic origin.

8. Alternative Options and Public Consultation

The programme of local highway schemes can be updated and added to as the year progresses, reflecting new priorities identified by local people. The full list of requests for local highway schemes in the East Community Assembly can be found in a new Register, now available on the Council's website. This register will act as the central source of all requests for projects which will be assessed by Transport & Highways staff for feasibility and then provides the basis for selecting future schemes in partnership with the local community and reflecting the Assembly's Community Plan.

Consultation with local residents on individual schemes will continue to be an important way of looking at specific problems within approved schemes. Each of the schemes now submitted for approval will be the subject of a separate detailed public consultation process, as part of the normal design process, to ensure local people are comfortable with the proposals and to address anything else that arises.

9. Reasons for Recommendations

The Community Assembly and Transport and Highways teams have analysed the requests from local residents and undertaken some preliminary feasibility work on a provisional list of potential projects.

That work has enabled the identification of a programme of schemes, which can were largely delivered in 2011/12 and with the budget now identified

10. Recommendations

That the Assembly:

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- notes the need for ward nominations for small scheme improvements to a total cost of £5,000 per ward.
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Andy Mckie
East Community Assembly Transport and Traffic Link Manager
September 2012