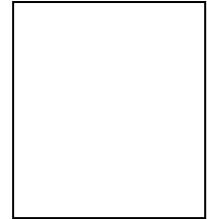




## SHEFFIELD CITY COUNCIL Community Assembly Report



**Report of:** Northern Community Assembly

**Date:** 11 December 2012

**Subject:** Highway Schemes in the Northern Community Assembly for 2012/2013 – Revision to Spending Methodology

**Author of Report:** Simon Botterill – Northern Project Delivery Manager  
[Simon.botterill@sheffield.gov.uk](mailto:Simon.botterill@sheffield.gov.uk) 0114 273 6167

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)

### Summary:

In October, members approved a methodology for spending the Highway Budget. The methodology contained two large schemes which will be constructed at the same time as the Streets Ahead maintenance works. This is expected to produce a significant saving and this has enabled the assembly to reassess its priorities.

This report now seeks to make an amendment to the approved methodology by adding in 'High Green North 20 mph Area' as a third large scheme. This revision would still see a reasonable sum available for spending on small highway schemes.

### Reasons for Recommendations:

The High Green North 20 mph area was an assembly priority which it hoped would be chosen as one of those to be implemented using central funding.

Cabinet Highways Committee, in September, decided to prioritise the Spinkhall area of Stocksbridge instead. Accordingly, the assembly has now reassessed its spending to allow this scheme to be funded from its own highway funds.

### Recommendations:

Members approve the revised spending methodology for highway funding, which now includes the High Green North 20 mph Area.

**Background Papers:** None

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: M Bullock 22-11-12
<b>Legal Implications</b>
YES Cleared by: D Eaton 22-1-12
<b>Equality of Opportunity Implications</b>
YES Cleared by: I Oldershaw 22-11-12
<b>Tackling Health Inequalities Implications</b>
<del>YES/NO</del>
<b>Human rights Implications</b>
<del>YES/NO</del> :
<b>Environmental and Sustainability implications</b>
<del>YES/NO</del>
<b>Economic impact</b>
<del>YES/NO</del>
<b>Community safety implications</b>
<del>YES/NO</del>
<b>Human resources implications</b>
<del>YES/NO</del>
<b>Property implications</b>
<del>YES/NO</del>
<b>Area(s) affected</b>
NORTHERN COMMUNITY ASSEMBLY
<b>Relevant Cabinet Portfolio Leader</b>
Cllr L Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
<b>Is the item a matter which is reserved for approval by the City Council?</b>
<del>YES/NO</del>
<b>Press release</b>
<del>YES/NO</del>

## **Highway Schemes in the Northern Community Assembly for 2012/2013**

### **1.0 SUMMARY**

1.1 In October, members approved a methodology for spending the Highway Budget. The methodology contained two large schemes which will be constructed at the same time as the Streets Ahead maintenance works. This is expected to produce a significant saving and this has enabled the assembly to reassess its priorities.

1.2 This report now seeks to make an amendment to the approved methodology by adding in 'High Green North 20 mph Area' as a third large scheme. This revision would still see a reasonable sum available for spending on small highway schemes.

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

2.1 The funding allocation for small Highways works via the Community Assembly allows some of the issues and priorities of local people to be addressed. This amendment to the spending methodology complies with this priority.

2.2 The specific addition of a 20 mph area is aimed at improving road safety and will help those people with mobility problems to feel safer and be more confident to access local services and facilities.

2.3 This addition accords with the Assemblies Equalities Impact Assessment.

### **3.0 OUTCOME AND SUSTAINABILITY**

3.1 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.

3.2 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, the introduction of a 20 mph area supports the 'A Great Place to Live' objective by making changes that help people use their local roads, especially by cycling and walking, which are both sustainable transport options.

### **4.0 THE REPORT**

4.1 A sum of £40,000 has been allocated to the Northern Community Assembly for the financial year 2012/13. A carry over of £12,309 from the previous year has been added to this year's allocation and the total is subject to the spending methodology contained in this report.

4.2 There have been three items of expenditure approved to date. Two speed camera enforcement signs have been put up on Wheel Lane (£866) and a set dropped kerbs put in at the junction of Burncross Road with Bracken Hill (£946). The kerb works were approved last year but were only constructed recently. Lastly, the rotation cycle for the Speed Indication Devices (Smiley Signs) has been valued at £1,698.

Accordingly, the budget available for allocation this year is now £48,799.

- 4.3 The approved methodology allocated £25,000 to two large schemes, namely the reduction in speed limits on Loxley Road and Worrall Road. Cost estimates for these two schemes have been requested from the Streets Ahead contractor. Although no formal reply has been received at the time of writing this report, the reduced estimated cost is believed to be in the order of £12,000, which represents a saving of £13,000.

The October report proposed adding this saving to the small schemes allocation. However, the amount of additional funding has created an opportunity to reassess the allocation between large and small schemes.

- 4.4 Earlier this year, the Council announced its intention to reduce the speed limit on all the City's residential roads to 20 mph. It proposed to start this process by putting in one scheme in each of the seven assembly areas. The funding available for these seven areas was limited and each assembly was asked to nominate its preferred area. The assembly supports this strategy, to reduce accidents on Sheffield's roads and to encourage drivers to behave more appropriately.

- 4.5 The Assembly chose Spinkhall in Stocksbridge as their nominated area. This area contains four schools and covers a large geographical area. However, it asked that the Council consider scaling down this area and allowing a second area, High Green North, to be built as well. Unfortunately, it was not possible to arrive at two schemes that could be built for the same price as the original Spinkhall area and the Council chose to support this single area.

- 4.6 The High Green North Area would include all streets to the north of Wortley Road, between Packhorse Lane and Farlow Croft. A plan of the proposed area is included at Appendix A, The estimated cost of this area, is £18,000. This area is now proposed to be added to the spending list for this year. Doing this supports the Council in its Road Safety objective.

- 4.7 As a result of this addition, the funding allocation for Large Schemes would rise to £30,000 and the Small Schemes funding would reduce to £18,799, a reduction of £4,510. This reduction is not considered significant when spread across the whole Assembly area. Priority for spending on small scheme requests has previously been agreed with safety, accessibility and scale of benefit being key assessment criteria.

It should be noted that many of the requests on the small scheme list will be considered by the Streets Ahead Programme and so the number of requests the Assembly could action without potential duplication has considerably reduced.

## **5.0 Financial Considerations**

- 5.1 The budget and delegations were approved in the July highway report to the Northern Community Assembly. There are no new financial implications arising from this report.

## **6.0 Legal Implications**

6.1 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.

6.2 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.

## **7.0 Equality of Opportunity Implications**

7.1 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. Fundamentally the improvements are equality neutral as they will affect all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, they should prove particularly positive for vulnerable road users and pedestrians such as the elderly, the young, the disabled and their carers. No negative equality impacts have been identified.

## **8.0 Human Resource Implications**

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

## **9.0 Environmental and Sustainability Implications**

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

## **10.0 Mitigation of Risk**

10.1 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.

## **11.0 ALTERNATIVE OPTIONS CONSIDERED**

11.1 The assembly has considered its priorities for spending and has tried to strike a balanced approach to dealing with requests for changes on the roads within its area.

11.2 At this time, the Streets Ahead project is active in only a small part of the Assembly area. The Assembly has chosen to allocate funding to two large schemes to realise greater benefit.

## **12.0 REASONS FOR RECOMMENDATIONS**

12.1 The High Green North 20 mph area was an assembly priority which it hoped would be chosen as one of those to be implemented using central funding.

12.2 Cabinet Highways Committee, in September decided to prioritise the Spinkhall area of Stocksbridge instead. Accordingly, the assembly has now reassessed its spending to allow this scheme to be funded from its own highway funds.

**7.0 RECOMMENDATIONS**

7.1 Members approve the revised spending methodology for highway funding as which now includes the High Green North 20 mph Area.

Simon Botterill  
Northern Project Delivery Manager  
8th October 2012