



SHEFFIELD CITY COUNCIL Report to East Community Assembly

Report of: Head of Transport and Highways

Date: 21st June 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 members:

- That members note the current budgetary position regarding funding availability (£110,779)
- That members note and approve the cost of the feasibility study at Duke Street (Estimated Cost £2,000)
- That Members note the progress being made with the scheme on East Bank Road and the officer recommendation that the budget for the full scheme is allocated from the 2012/13 funds. (Total £92,000)
- That members note and approve the further rotation of the speed indication devices in 2012/13 (Total £3,494)
- That members confirm that a sum of £5,000 per ward be allocated for small highway schemes to be constructed in 2012/2013 and the continued rotation of the Speed Indication Devices (Total £20,000)
- That members note and later review the over-programming of commitments in the 2012/13 financial year. (£110,799 v £117,494)

Background Papers:
None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications Yes - cleared
Legal implications Yes. Cleared
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 above figure is a combination of £70,799 carry over from the financial year 2011/12 supplemented by a further £40,000 made available to each Community Assembly in 2012/13
- 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 Private Finance Initiative which commences in August 2012.

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.
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- 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

- ECA Members selected two large schemes as priority for the previous financial year. The two schemes identified were:
 - 1) Duke Street Bus Gate reduced hours – Initial estimate £28,000
 - 2) East Bank Road safety scheme – Initial estimate £55,000 to £92,000

Duke Street Bus gate

- To implement reduced hours of operation of the bus gate from all day to 12 hours. This has been requested for some time by local Members. The reduction in operation of the bus gate was aimed to open the area up for general traffic and activity during the evening. The impact of the change will be monitored.
- 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.
- The 12 hour scheme is now complete on site.
- 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 and the potential impacts on the wider strategic highway network.
- The estimated cost of the feasibility study is £2,000.

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 using a shopping basket of items which can be used according to funds available and if required added to as and when. 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. However, it is the opinion of officers that the scheme shown on the attached drawing represents the optimal solution to the child accident problems at this location.
- **The cost of these measures varies between £55,000 and £92,000, depending on which measures are selected. The feasibility estimates are as follows:**
 - **Option 1: The full scheme – traffic calming on East Bank Road, a zebra crossing where children cross and a build out to slow traffic entering Hurlfield Road = £92,000**
 - **Option 2: Traffic calming and a zebra crossing on East Bank Road = £82,000**
 - **Option 3: Traffic calming on East Bank Road, a build out to slow traffic entering Hurlfield Road but no zebra crossing = £65,000**
 - **Option 4: Traffic calming on East Bank Road only = £55,000**
- This scheme has been the subject of a protracted Road Safety Audit. However, the audit is now closed and the first stage of the consultation has started as indicated previously. The wider local consultation with residents will be issued in June/July 2012 and comments received will then be fed back to the Assembly so that they can make a decision on which elements of the scheme to progress based on public opinion.

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. Having invested in the SIDs in previous financial years, it is recommended that the SID rotation schedule is continued in 2012/13 at an estimated annual cost of £3,494.
- A review of the chosen sites is being undertaken but the Assembly members are asked to confirm their agreement to the next movement of the Sid's to the site at Handsworth Road/ Orgreave Lane.

[ADD rotation list from Suzie when we get latest list plus £3495 rotation cost](#)

6. Small Schemes Update

- It is proposed that the East Community Assembly allocate £20,000 (£5,000 per ward) to small highway schemes from the LTP Highways budget. In the financial year 2012/2013.
- Small schemes will be chosen 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.

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 & Highways and Director of Legal Services have confirmed this is an approved use of LTP funds. The Head of Transport & Highways 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

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Andy Mckie
East Community Assembly Transport and Highways Link Manager
May 2012

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