



SHEFFIELD CITY COUNCIL Cabinet Highways Report

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Report of: Executive Director Place

Report to: Cabinet Highways Committee

Date: 8th September 2011

Subject: Connect 2 Halfway – Killamarsh (Phase 1) Detailed Design

Author of Report: John Bann

Summary: The Halfway-Killamarsh Multi-user Path project has been split into two phases to ensure delivery in accordance with the programme agreed with Sustrans, The Big Lottery Fund and Derbyshire County Council, who are part-funding the scheme. The 'Phase1' contract for the detail design and construction of the 'bridges' section of the project was awarded to Jackson Civil Engineering Limited on 7th July 2011 following a competitive tender process. The detailed design of the Phase1 scheme has now been completed and approval is sought to proceed to construction on the programmed date of 19th September. The detailed design is outlined in this report and the drawings will be available to the Highways Committee at the meeting.

Reasons for Recommendations: To allow the Phase1 project to proceed to construction in accordance the programme that the Council and other project funders have issued to the design & build contractor - Jacksons Civil Engineering Limited. Should the Council delay the decision to proceed to construction, there are likely to be financial and timing repercussions in the Phase1 project.

Recommendations: Approve the detailed design of the Connect2 Halfway–Killamarsh Phase1 project in accordance with the drawings supplied to the Committee and that the scheme progresses to construction.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Mike Thomas
Legal Implications
YES Cleared by: Julian Ward
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
Area(s) affected
Mosborough, Halfway and Killamarsh
Relevant Cabinet Portfolio Leader
Councillor Leigh Bramhall (Environment & Transport)
Relevant Scrutiny Committee if decision called in
Environment and Economic Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

CONNECT 2 HALFWAY–KILLAMARSH (PHASE 1) DETAILED DESIGN

1.0 SUMMARY

- 1.1 This report sets out the detailed design proposals for the Connect2 Halfway – Killamarsh Phase1 project situated in Holbrook, Sheffield and Killamarsh, North East Derbyshire.
- 1.2 The project will provide a safe and attractive route for pedestrians, cyclists, disabled people and equestrians between the Halfway and Killamarsh, connecting Supertram to Killamarsh and the wider path network in the area.
- 1.3 Approval is sought to proceed to construction of the Connect2 Halfway– Killamarsh Phase1 project in accordance with the detailed design drawings.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The current road route between Halfway and Killamarsh (the B6058) is dangerous and difficult to use for pedestrians and cyclists, and practically impossible for disabled people, due to very narrow footways and carriageways, and heavy traffic flows, with a high proportion of heavy goods vehicles.
- 2.2 The complete Halfway-Killamarsh Connect2 route will enable people to travel safely by foot, bicycle, wheelchair, mobility scooter or horse, between South-east Sheffield and Killamarsh, Rother Valley Country Park, other settlements in North East Derbyshire and South Rotherham, and the extensive public rights of way network in these districts. It will therefore provide Sheffield people with greater access to the countryside, green areas and leisure opportunities, improving health and wellbeing.
- 2.3 People from Sheffield will be able to travel sustainably to work in Holbrook Industrial Estates and Killamarsh, without relying on the use of a car. People with mobility and sensory disabilities will especially benefit, as they will be able to travel independently without a car between Halfway and Killamarsh.
- 2.4 One of the main purposes of the project is provide a safe route for Killamarsh residents to access the Supertram. This link will help reduce the impact of commuting by car into Sheffield. This will contribute to improving health, the environment and a more efficient transport system.
- 2.5 The Phase1 (bridges and embankments) project has been put through a rigorous tender process to ensure best value and quality.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The main outcomes of the project are increased access to jobs, services and leisure opportunities, and management of congestion and air quality. This supports the local and 'Sheffield City Region' economy. Greater opportunity for development in the Station Road corridor will be opened up by the scheme by

facilitating sustainable access through Holbrook.

- 3.2 The project supports a number of Priorities in the Corporate Plan, including: Better transport links; Strong communities; Reducing congestion; Safer roads; Improving public health; and Increasing participation in sport & physical activity.
- 3.3 The project accords with the third Local Transport Plans for South Yorkshire and Derbyshire, particularly on providing a sustainable transport network for the Sheffield City Region. It is envisaged that the project will contribute to more sustainable travel patterns within the local area and journeys into the city, include to local centres such as Crystal Peaks, Mosborough and Manor Top.
- 3.4 The Phase1 Contract has been designed taking into account Sheffield City Council's Sustainable Development Strategy, in particular:
- a) This contract has been formulated to ensure that the successful contractor complies with the current statutory requirements regarding Noise and Pollution Control, Site Waste Management, Environmental Protection and Landfill.
 - b) The procurement of this Contract has involved giving work opportunities to local businesses.
- 3.5 Some small existing trees have been removed on the project site, which will be replaced by 10 new trees on the embankment. A wildflower/ grass mix will also be introduced as this is considered to be the best solution in terms of biodiversity and maintenance.
- 3.6 A permanent and temporary works consent application has been submitted to the Environment Agency (EA) for the works in the River Rother floodplain. Permanent works consent has been granted with conditions. Protection of the watercourse is achieved through the contractor's works statement to the EA.
- 4.0 REPORT
- 4.1 The project is a partnership between Sheffield City Council, Derbyshire County Council, Rotherham Borough Council and Sustrans - who have won Big Lottery funding for this and similar 'Connect2' projects in the UK. The scheme links into other rights of way improvements in Rotherham and Derbyshire, facilitating a more comprehensive network between settlements and places of interest for utility and leisure trips.
- 4.2 The Connect2 Halfway-Killamarsh Path project has been split into two phases to ensure timely delivery in accordance with the programme agreed with Sustrans and the Big Lottery. The Phase1 contract for the critical bridges and embankments section of the project was put out to competitive tender. Jacksons Civil Engineering Ltd, with Mott McDonald as designer, was identified as the winning contractor on the basis of price and quality of their submission and the Phase1 contract was awarded in to them on 7th July 2011.

- 4.3 The Phase1 route will connect Forge Lane in Derbyshire with a safe point on Station Road to the west of the rail bridge in Holbrook. Derbyshire Council has constructed a new ramp from Forge Lane to the Trans Pennine Trail, which links to another access ramp taking users to the Killamarsh Greenway into Killamarsh. A plan showing the location of the proposed route and associated paths in the general area is included as Appendix A.
- 4.4 The multi-user path project between Halfway and Killamarsh will provide a safe route for pedestrians, cyclists, disabled people and horse riders and is in response to longstanding requests from local residents and councillors in South-east Sheffield and Derbyshire. Consultation on the proposals has taken place with landowners and project partners, as well as Network Rail and the Environment Agency. 'Links to the Supertram' was voted the top requested project by Killamarsh residents in 2006 in the Killamarsh Community Plan. A Project Steering Group consisting of Ward Councillors, Derbyshire local and County Councillors, officers and stakeholder representatives meets every quarter year and arranges for publicity on the project at local events.
- 4.5 Preliminary designs for both the Phase1 and Phase2 schemes have been carried out by the Council's StreetForce engineers. The design for the Phase1 section was passed onto the appointed contractor. The proposals have been developed by Mott McDonald, based on the Council's drawings, in conjunction with Derbyshire County Council, Sustrans, Jackson Civil Engineering Group, Network Rail, Environment Agency and landowners. The Phase1 proposals provide the most suitable alignment for the new path bypassing the existing road bridges, given the land constraints and parameters imposed by Network Rail and Environment Agency. The alignment seeks to minimise gradients and to integrate with existing road infrastructure and access tracks. (However, Phase1 will not be open to horse riders due to constraints at the road exit).
- 4.6 The Phase1 project consists of the following elements of new highway infrastructure:-
- New bridleway path comprising of a 3 metre-wide Tarmac track and 2 metre-wide horse track, maximum gradients of 1:20 are achieved;
 - New bridge over the River Rother, 33.8m span, 3.5m wide deck;
 - New bridge over the railway at Holbrook, 31.8m span, 3.5m wide deck;
 - New embankments supporting the bridleway path between the two bridges and from Forge Lane to the river bridge;
 - K-frame barriers at the two ends of the route.
- Plans showing the detailed design drawings are available in the Members' Library and will be on display at the Committee and on the Council's website.
- 4.7 A 'Stage 1' Road Safety Audit has been carried out on the preliminary design of the entire Halfway–Killamarsh scheme and recommendations have been taken into account in the design. A Stage 2 Audit is currently underway.
- 4.8 The timetable for the delivery of the Phase1 project by the end of January 2012, with work start on site programmed for 19th September 2011. The City Council's Bridges & Structures and Highway Design teams, Network Rail,

Environment Agency and Derbyshire County Council are expected to have approved the scheme design by the end of August 2011. This will be confirmed at the Highways Committee meeting.

- 4.9 The Phase2 section of the project is subject to the outcome of a Bridleway Creation Order in Sheffield. An unresolved objection from one landowner prompted referral of the Order to the Secretary of State for resolution. The Phase2 section of the route can progress once the Order is resolved. The Council and objecting landowner have now agreed on an Order modification that satisfies both parties and have submitted statements to the Planning Inspectorate. The design of the Phase2 project will be approved in 2012/13.

Relevant Implications

- 4.10 The estimated cost of the Phase1 work is £1,330,000 funded from:-
- South Yorkshire Local Transport Plan £475,000
 - Derbyshire Local Transport Plan £405,000
 - Big Lottery Fund £450,000 (via Sustrans)

Sustrans may make additional funds available for the Phase1 project, reducing the 2011/12 SYLTP project contribution, on the basis that the saved LTP funds would contribute to future walking and cycling schemes. This would require the City Council to sign a Memorandum of Understanding with Sustrans setting out additional schemes. Officers' advice is that this is acceptable for the Council.

- 4.11 Jackson Civil Engineering's tendered price was £1,054,651. The Leader of the Council approved the award of contract to Jacksons on 29th June 2011. The remainder of the Phase1 costs are mainly on land agreements, contract management and design check fees, Network Rail costs, surveys, statutory undertakers diversions and highway adoption fees.
- 4.12 The route alignment of the Phase1 scheme affects land in the ownership of Network Rail, the Environment Agency and Ross & Catherall. Land agreements (Highways Act Section 25, land transfer or Easement agreements) have been signed with the EA and Ross & Catherall, and drafted with Network Rail pending detail design and progression to construction.
- 4.13 The Council, as Highway Authority, has powers under the Highways Act to create new public bridleways and enter into land agreements with landowners.
- 4.14 Sheffield City Council granted planning permission on 3rd May 2011 for the Phase1 scheme. A 'planning variation' application has since been submitted for the rail bridge due to the proposed span increasing by around 9 metres over the approved planning drawings. This change positions the east rail bridge abutment further back from the railway to ease construction and maintenance.
- 4.15 During the planned construction period (September 2011 – January 2012), there will be a minor element of disruption to pedestrians and road traffic using Station / Sheffield Road (B6058). However, once complete, the scheme will deliver numerous benefits to local residents and businesses alike.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative alignments for the multi-user path were examined, including within the bounds of the existing highway, but were rejected on the basis of land or space constraints, or being too remote – and hence not suitably overlooked – from the existing road route.
- 5.2 The vertical and horizontal alignment of the path has been determined to achieve the most manageable and consistent path gradients and best cope with the topography and requirements of landowners and Network Rail.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To allow the Phase1 project to proceed to construction in accordance the programme that the Council has issued to Jacksons Civil Engineering Limited. Should the Council delay the decision to proceed to construction, there are likely to be financial and timing repercussions in the Phase1 project.

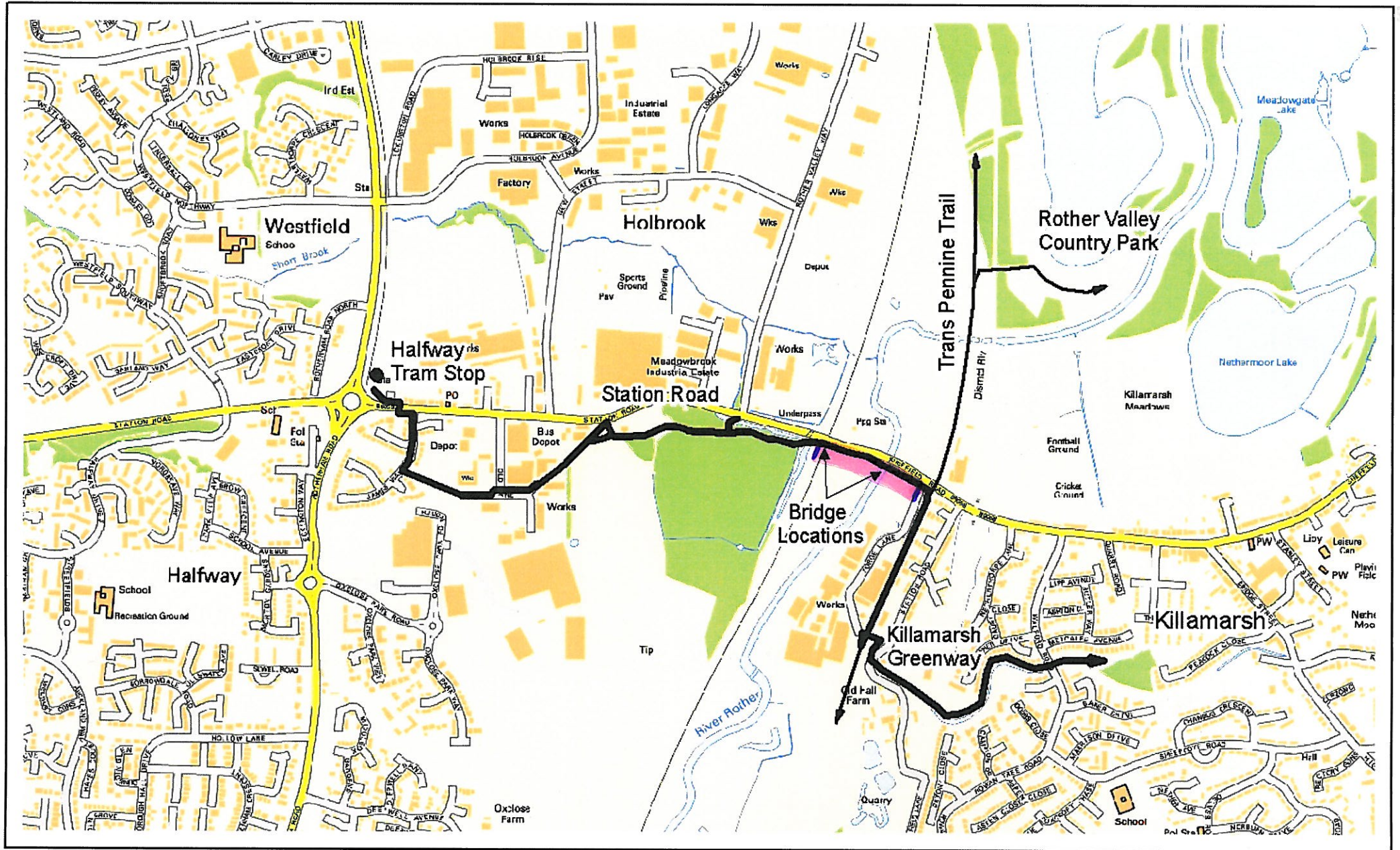
7.0 RECOMMENDATIONS

- 7.1 Approve the detailed design of the Connect2 Halfway–Killamarsh Phase1 project in accordance with the drawings supplied to the Committee and that the scheme progresses to construction.

Simon Green,
Executive Director, Place

8th September 2011

Appendix A: Halfway-Killamarsh Multi-user Path - Location Plan



Extent of Phase 1 works