



SHEFFIELD CITY COUNCIL Report to Community Assembly

Report of: Transport, Traffic and Parking Services Manager

Date: 5 July 2012

Subject: The 2012/13 South Community Assembly
Local Highways Programme

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Summary:

- South Community Assembly has delivered its agreed programme of local highway schemes in 2011/12, including consultation and development work on further schemes for future delivery. The Assembly now needs to set out its priorities for spending in 2012/13 as described in the programme now proposed
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Reasons for Recommendations:

- South Community Assembly has funding in 2012/13 for a further programme of local highway schemes. Members are now asked to confirm their priorities for inclusion in this programme.

Recommendations:

- That Members note the 2012/13 allocation of £40,000 for new small highway schemes, and approve the draft programme now proposed.
 - That Members delegate to the South Assembly Manager in conjunction with the Community Assembly Chair decision on the schemes to be funded by any underspend of the highways funding allocation.
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Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES Cleared by:
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
NO
Economic impact
NO
Community safety implications
YES
Human resources implications
YES
Property implications
NO

1. Summary

- 1.1 South Community Assembly has delivered its agreed programme of local highway schemes in 2011/12, including consultation and development work on further schemes for future delivery. The Assembly now needs to set out its priorities for spending in 2012/13 as described in the programme now proposed

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

- 2.1 The local highway schemes now proposed will assist local people in using pedestrian routes in their area, crossing roads or in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

3. Outcomes and Sustainability

- 3.1 The funding and construction of the local highways schemes contributes to meeting the 'Increase mobility and provide safer routes for pedestrians' priority in the South Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.

4. Full Proposal

- 4.1 The South Community Assembly is sponsor for the development and delivery of a programme of local highway schemes. The 2011/12 programme was delivered in full (apart from works on Psalter Lane which are now progressing on site).
- 4.2 For 2012/13 the Council has reviewed its priorities and allocated a further £40,000 to each Community Assembly –essentially for continued delivery of "small schemes" (typically costing up to £3,000 - £4,000).
- 4.3 Of the £40,000, Members have already agreed in principle to commit some of this for core activities, namely:
- Maintenance of SIDS signs - £5,200
 - A match funding contribution to SY Police road safety work around primary schools - £3,500
 - A small overspend from last year - £460
- 4.4 The remaining funds are proposed to be allocated for small schemes equally to the four wards. This leaves £7,760 per ward.
- 4.5 Members will be aware that as part of the Council's planned way of working within the Highways PFI contract, all new changes and improvements to the highway now require a 'commuted sum' to cover the altered maintenance requirement over a 25 year period as a result of those modifications. The changed requirements can be either positive or negative. For 2012/13 onwards, Community Assemblies are required to

budget for these commuted sums as part of their programme of small schemes.

- 4.6 Different types of small scheme can vary greatly in the scale of commuted sum associated with these. Appendix A lists typical 2012/13 prices and associated commuted sums for Members' guidance when selecting priorities for this year's programme.
- 4.7 Members have previously been consulted on initial lists of requests for the four wards to identify whether there were high priority schemes that could be approved at an early date. Appendix B shows these four lists, with requests previously suggested for early implementation highlighted in bold.
- 4.8 The lists also show a selection of known requests considered by officers to be some of the more easily deliverable. There are still other requests on the Community Assembly's "waiting list" but even this short selection exceeds the funds available.
- 4.9 Those requests involving single or double yellow lines can sometimes lead to divided opinions within the local community resulting in objections to the proposals. This has been the case at Bunting Nook, which was originally intended to be implemented last year but only recently obtained clearance to proceed, meaning that funding is now required from this year's programme.
- 4.10 Members therefore need to indicate their preferences for how this year's programme might be "topped up" from the lists of outstanding requests. All the schemes shown have merit, but officers have indicated those with asterisks that might be most easily delivered within the remaining resources. Members are asked to consider whether they support these suggested schemes.

5. Financial Implications

- 5.1 The implementation of these schemes would be supported by an agreed allocation within this year's Local Transport Plan (LTP) programme for the South Community Assembly.

6. Legal Implications

- 6.1 The Council, as the highways 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.
- 6.2 The Director of Neighbourhood Renewal and Partnerships in consultation with the Head of Transport & Highways and Director of Legal Services has confirmed this is an approved use of LTP funds, the Head of Transport & Highways has authority to undertake the wider feasibility work now described, as part of the Council's overall transport capital programme.

7. Equality of Opportunity Implications

- 7.1 There are no specifically direct equality implications, but all of the options have some impact on the overall quality of life for residents, and for pedestrians and other users who might have mobility problems. The options are intended to assist all members of the local community regardless of gender or ethnic origin.

8. Human Resource Implications

- 8.1 Any measures agreed by the South Community Assembly Highways Budget would be delivered by the City Council through the new Transport, Traffic and Parking Services Division, working with the PFI Client team and contractor as part of the Council's overall transport capital programme

9. Environmental and Sustainability Implications

- 9.1 The options now discussed could be regarded as having a neutral overall contribution to the City Council's carbon reduction strategy.

10. Mitigation of risk

- 10.1 The risks in developing the schemes now identified relate to the time required to undertake broader reviews, and to the scale of increased costs for those wider solutions.

11. Public Consultation, Alternative Options

- 11.1 The options available at present are of necessity very limited until further decisions of funding have been made

12. Reasons for Recommendations

- 12.1 South Community Assembly has funding in 2012/13 for a further programme of local highway schemes. Members are now asked to confirm their priorities for inclusion in this programme.

13. Recommendations

- 13.1 That Members note the 2012/13 allocation of £40,000 for new small highway schemes, and approve the programme now proposed.
- 13.2 That Members delegate to the South Assembly Manager in conjunction with the Community Assembly Chair decision on the schemes to be funded by any underspend of the highways funding allocation.

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18th June 2012

APPENDIX A – 2012/13 Price List” for new small schemes

Category of Scheme	“typical” 2012/13 price (£)	“typical” commuted sum (£)	“typical total cost” (£)
single lowered kerb (no tactiles)	322	0	322
double lowered kerb (no tactiles)	644	0	644
double lowered kerb (with tactiles)	984	416 (+42%)	1400
tactile paving, existing crossing (single)	170	208 (+120%)	378
tactile paving, ex. crossing (double)	340	416 (+120%)	756
“H” marking	76	144 (+200%)	220
bollard	260	295 (+110%)	555
double kerb (alternative to bollard) (per m)	64	0	64
pedestrian guardrail (per m) - typically 5m length	138 690	47 235 (+34%)	185 925
“Visirail” guardrail (per m) - typically 5m length	194 970	tbc (+53%?)	
cycle stands	230	122 (+55%)	352
handrails (per m) - typically 3m length	62 186	39 122 (+64%)	101 303
single yellow lines - typically 10m length	1000	2.13 per m 21.30	1021
double yellow lines – typically 10 m length	1400	4.26 per m 42.60	1243

**Appendix B - South Community Assembly Small Highways – 2012/13 recommended requests
(requests in bold are already approved)**

Beauchief & Greenhill ward

Location	Proposed Action	Cost	Requester details	Date requested
Selly Oak Road outside No.18	2 lowered kerbs, H marking plus accommodation works	£918		
Ormond Road (end of path between 7 and 27)	1 lowered kerb and H marking	£542		
Ormond Close (junction with Ormond Road next to 114)	2 lowered kerbs with tactiles	£1400		
Reney Avenue (either side of cul-de-sac, 107,151)	2 lowered kerbs with tactiles	£1400		
Reney Avenue (either side of cul-de-sac, 16,67)	2 lowered kerbs with tactiles	£1400		
(sub-total of approved schemes)		£5660	(£2050 available)	
Greenhill Main Road and Greenhill Main Road service road at entry and exit to BP garage	Double Yellow Lines on all sides of the end of the service road to prevent parking on street of cars for sale	£1100+		
Gresley Road, outside Gresley Road Meeting Room	Disabled parking bay + H marking	£400?	* <i>suggested priority</i>	
Lowedges Crescent, at Lower Bowshaw View Nursing Home	2 lowered kerbs with tactiles	£1400		
Lowedges Drive, junction with Lowedges Crescent	2 lowered kerbs with tactiles	£1400		
Reney Road, on either side of cul-de-sac between nos. 65 and 99	2 lowered kerbs with tactiles	£1400	* <i>suggested priority</i>	
Total (proposed for now)		(£7300)		

Gleadless Valley ward

Location	Proposed Action	Cost	Requester details	Date requested
Cliffe Field Road / Meersbrook ave	double yellow lines around junction to prevent obstruction	£1400		
Midhill Road / Midhill Crescent	double yellow lines around junction to prevent obstruction	£1400		
(sub-total of approved schemes)		£2800	(£4910 available)	
Bankwood Close, outside Bankwood School	Pedestrian Guardrail / Visirail (2m)	£400/ £510	* <i>suggested priority</i>	
Constable Drive, outside no. 24	1 double width Lowered Kerb, no tactiles	£404	* <i>suggested priority</i>	
Farmstead Close	double yellow lines in turning area	£1100- £1500		
Gaunt Road, outside No.88	series of handrails – total length approx. 40m	£2430		2010
Gaunt Way, on footpath to shops	handrail (length unclear? – assume 10m?) - £101 per metre plus stats	£1100+	* <i>suggested priority</i>	
Mawfa Crescent, at car park between nos. 23 and 31-53	“Keep Clear” on carriageway or Double Yellow Lines	£295 / £1100+		
Nicholson Road (outside no.107)	Lowered kerb for disabled access	£404	* <i>suggested priority</i>	2008
Norton Lees Road, south side, between Norton Lees Lane and Lees House Court	Double Yellow Lines to stop parking that blocks sight lines	£1100+		
Tillotson Rise, at bottom of footpath between 20 Tillotson Rise and 184 Gleadless Rd	Pedestrian Guardrail / Visirail (1m)	£215/ £270	* <i>suggested priority</i>	
Total (proposed for now)		(£5500+)		

Graves Park ward

Location	Proposed Action	Cost	Requester details	Date requested
Bunting Nook (junction with Hemsworth Road) *	Double Yellow lines *combined scheme including Warminster Road - final cost TBC	£3700*	Cllr Auckland + residents	2011/12
Smithy Wood Crescent	"No Access" TRO	£1200		
Holmhirst Drive – extra bollard outside No.13 to complete previous work	1 Alto bollard	£555		
Norton Church Road, ped entrance to Graves Park	1 lowered kerb and H marking	£542		
Norton Lane, end of path opp. Norton Church Road	1 lowered kerb and H marking	£542		
Sub-total of approved schemes)		£6539	(£1171 available)	
Athol Road – Little London Road to Woodseats Road	Double Yellow Lines	£1400	see below	
Little London Road - S bend to north of Athol Road junction	Double Yellow Lines	£1100	see above	
Cherry Bank Road, opp. Cavill Road	Double Yellow Lines	£1400		
Holmhirst Close (Holmhirst Drive to No. 12)	Double Yellow Lines	£1400		
Norton Lees Lane, steps in verge Nos.30-32	2.1m handrail	£242	* <i>suggested priority</i>	
Norton Lees Lane, steps in verge No.44	2.1m handrail	£242	* <i>suggested priority</i>	
Total (proposed for now)		(£7000+)		

Nether Edge ward

Location	Proposed Action	Cost	Requester details	Date requested
Hardwick Crescent, j/w Psalter Lane	2 lowered kerbs with tactiles	£1400		
Rupert road, j/w Sandford Grove Road	2 lowered kerbs with tactiles	£1400		
Stretton Road, j/w Psalter Lane	2 lowered kerbs with tactiles	£1400		
Thirlmere Road, j/w Abbeydale Road	2 lowered kerbs with tactiles	£1400		
(sub-total of approved schemes)		£5600	(£2110 available)	
Adelaide Road / Chelsea Road	double yellow lines at junction	£1100+		
Bedale Road, Tesco exit	turn right road markings	£200	* <i>suggested priority</i>	
Brincliffe Crescent, narrow section	extend double yellow lines	£1100+		
Brincliffe Edge Road, j/w Archer Lane	double or single yellow lines	£1300+		
Broadfield Road opp. Saxon road	extend double yellow lines to protect cycle route	£1000+	* <i>suggested priority</i>	
Fulmer Road, footpath to Penrhyn Road	1 bollard	£555		
Glen Road, access to Lucknow Court	2 double width lowered kerbs, no tactiles	£808	* <i>suggested priority</i>	
Grasmere Road (junc. Abbeydale Road)	2 lowered kerbs with tactiles and bollard	£1955	Mrs Podoski (Woodseats Road)	2009/10
Psalter Lane, car access to Hallam Uni site	2 double width lowered kerbs, no tactiles	£808		
Psalter Lane, steps to Ecc.Rd outside William Brown Estate Agents	handrail (approx. £1.5m)	£182	* <i>suggested priority</i>	
Total (proposed for now)		(£7900+)		