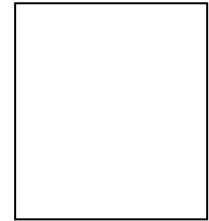




SHEFFIELD CITY COUNCIL Cabinet/Cabinet Highways/Community Assembly* Report



Report of: Northern Project Delivery Manager / Northern
Community Assembly Manager

Date: 17th October 2012

Subject: Highway Schemes in the Northern Community
Assembly for 2012/2013

Author of Report: Simon Botterill – Northern Project Delivery Manager
Simon.botterill@sheffield.gov.uk 0114 273 6167

Lisa Lyon / Marika Puglisi
Northern Community Assembly Manager (Job Share)
lisa.lyon@sheffield.gov.uk 0114 2037153
marika.puglisi@sheffield.gov.uk

Summary:

In July, members approved the Highways Budget for this financial year. This report now recommends the adoption of a methodology on how this funding should be spent.

The methodology allocates funding to both large and small scheme requests and recommends budget flexibility between types to better manage spending.

Reasons for Recommendations:

The highway budget is not sufficient to satisfy all the requests made for changes. It is necessary to agree an appropriate distribution of the funding to ensure benefit across a range of request types over the whole Assembly area.

Recommendations:

Members approve the spending of highway funding as described in the body of the report.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Matthew Bullock 09/10/2012
Legal Implications
YES/ Cleared by: Deborah Eaton 09/10/2012
Equality of Opportunity Implications
YES/ Cleared by: Ian Oldershaw 01/10/2012
Tackling Health Inequalities Implications
YES/NO
Human rights Implications
YES/NO:
Environmental and Sustainability implications
YES/NO
Economic impact
YES/NO
Community safety implications
YES/NO
Human resources implications
YES/NO
Property implications
YES/NO
Area(s) affected
Northern Community Assembly
Relevant Cabinet Portfolio
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES/NO

1.0 SUMMARY

- 1.1 In July, members approved the Highways Budget for this financial year. This report now recommends the adoption of a methodology on how this funding should be spent.
- 1.2 The methodology allocates funding to both large and small scheme requests and recommends budget flexibility between types to better manage spending.

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

- 2.1 The allocation of £40,000 for small Highways works via the Community Assembly allows some of the issues and priorities of local people to be addressed.
- 2.2 Typically the changes made to the highway resulting from these requests will improve road safety and will help people with mobility problems to have better access to local service and facilities.

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, being a 'Great Place to Live' by making changes that help people use the City's road network, especially cycling and walking, thus encouraging 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 July's report also approved two items from the budget which need to be deducted. These are a rotation cycle, for the remainder of the current financial year, of the Speed Indication Devices and the provision of signing on Wheel Lane at Grenoside to allow the Safety Camera Partnership to carry out enforcement. The cost of these items is estimated to be £4,000.
- 4.3 It is proposed to divide the funding between requests from both the large and small scheme request lists. The small scheme request list can be broken down into a number of request types and it is proposed to allocate funding across these areas.
- 4.4 The large scheme list is categorised into cost bands. Many requests now are beyond the scope of the Assembly's budget and only those with a budget cost of less than £50,000 have been considered.

- 4.5 Of those, it is recommended that best value for money would be achieved by promoting schemes that can be coordinated with the new Streets Ahead project. In this way, the cost of the schemes should be minimised. The Streets Ahead Project will be active in the Worrall and Loxley areas this financial year and it is recommended that the two speed limit change schemes be adopted for implementation.
- 4.6 The Worrall Scheme seeks to reduce the speed limit on Worrall Road between the Hillsborough Golf Club and Worrall village from the national speed limit of 60 mph to 40 mph.
- 4.7 On Loxley Road, new residential development has made it appropriate to relocate the start of the 30 mph near Back Lane westward to Long Lane and to re-establish a new 40 mph buffer zone.
- 4.8 The combined cost of these schemes is estimated at £25,000 although there may be significant savings accrued by carrying out these at the same time as the Streets Ahead Maintenance works.
- 4.9 The small scheme list would then spend the remainder of the budget, expected to be about £23,309. The headings under which spending is proposed are Dropped Kerbs (both at junctions and those to allow disabled people access to the road), Parking Restrictions, Handrails, Pedestrian H markings, and Miscellaneous (covering minor kerb works and signing). A number of requests have already been identified and are listed below under their relevant headings.
- 4.10 The funding allocated to the small scheme list would be spent across the Assembly area and each heading would be given a notional spending range. This would allow flexibility between headings.
- 4.11 Once the large schemes have been priced, any reduction in costs would be re-allocated to the small scheme list Miscellaneous heading. A number of suggestions have already been identified in this category for further consideration.
- 4.12 In summary, the spending methodology is as follows:
Large Schemes ~ £25,000 for Worrall Road and Loxley Road speed limit changes.
Small Schemes ~ £23,309
Dropped Kerbs £5,000 - £10,000
Parking Restrictions £5,000 - £10,000
Bevan Way, Chapeltown and Langsett Road South
Handrails and Pedestrian H markings £5,000 - £7,000
Miscellaneous – guide allocation to be determined from Large Scheme Savings
HGV signing Loxley area, Wortley Court kerb extensions, Church Street/The Common island enlargement and Blacksmith Lane kerb extensions at park accesses.

5.0 Financial Considerations

5.1 The budget and delegations were approved in the July 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 The Council also has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users.

6.3 In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that Members are so satisfied then it is acting lawfully and within its powers.

6.4 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 It would have been possible to spend the whole of the budget on a one or

two large scheme alone, but route would not provide benefit across the whole assembly area. Alternatively, utilising the whole budget on small schemes prevents the Assembly from achieving a strategic goal of improving the safety on its roads.

- 11.2 At this time, the Streets Ahead project is active in only a small part of the Assembly area and it is not practical to align more highway budget to realise greater benefit.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 The highway budget is not sufficient to satisfy all the requests made for changes. It is necessary to agree an appropriate distribution of the funding to ensure benefit across a range of request types over the whole Assembly area.

7.0 RECOMMENDATIONS

- 7.1 Members approve the spending of highway funding as described in the body of the report.

Simon Botterill
Northern Project Delivery Manager
8th October 2012