



**NORTH**  
**LOCAL AREA COMMITTEE**  
**MEETING – 23 FEBRUARY 2023**  
**WRITTEN ANSWERS PROVIDED TO**  
**PUBLIC QUESTIONS**



<b>1.</b>	<p>Public question from Dennis Patton</p> <p>Questions:</p> <p>I have a couple of questions about the quality of the Amey road "repairs":</p> <ol style="list-style-type: none"> <li>1. Why are many of the roads deteriorating so fast?</li> <li>2. When will they be repaired to a decent standard of longevity?</li> </ol>
	<p>Responses:</p> <p>Please be aware that Sheffield City Council has a Private Finance Initiative contract with Amey Hallam Highways Limited, for the delivery of a complete highway maintenance service which includes all highway maintenance activities such as street lighting, street cleaning, carriageway and footway resurfacing, signal maintenance etc. Payments made by the Council under the contract do not relate to the provision of specific items of work, instead, a single payment is made for each month of the 25 year term of the contract.</p> <p>For your information, approximately 60% of roads and 65% of footways within the city were resurfaced during the first five years of the Streets Ahead contract, which was known as the Core Investment Period. The remaining roads may be resurfaced after the initial period, which is called the Lifecycle Investment Programme. All roads are subject to regular condition inspections which are undertaken every two years, and regular safety inspections also take place, this process will continue for the remainder of the 25 year contract.</p> <p>During the initial Core Investment Period, the works were undertaken as a zonal approach, rather than in postal code, which is why roads are resurfaced at different times.</p> <p>As mentioned above, all roads in Sheffield undergo a condition survey, during these surveys, some roads maybe deemed as not requiring resurfacing at that time, therefore, they may be resurfaced at a later date depending on their condition.</p> <p>Issues identified during these surveys are added to our bespoke software system which creates a condition score.</p> <p>Under the Streets Ahead contract, the condition scores mean that when the average condition of a given road falls below these pre-set condition scores, any</p>

	<p>failures must be addressed, however, as the data is only run once a year and the inspection interval is every two years there is often a delay before roads are eligible for works to be undertaken. This is often why interim repairs are carried out to ensure that the road remains in a safe condition, for all road users.</p> <p>Should you wish to report any defects on a particular road, please contact us via any of the methods shown below, providing us with a specific location, and we will arrange for an inspection to be undertaken.</p> <p>We hope this information is helpful to you, however, if you have any further queries please do not hesitate to contact Customer Services at <a href="mailto:streetsahead@sheffield.gov.uk">streetsahead@sheffield.gov.uk</a>, via the website <a href="http://www.sheffield.gov.uk/streetsahead">www.sheffield.gov.uk/streetsahead</a> or by telephone on (0114) 273 4567.</p>
2.	Public question from Megan Smith
	<p>Question:</p> <p>Traffic on Woodhead Road, Grenoside</p> <p>As you are aware we have raised this matter at Conservation Society meetings for several years now. The situation is worsening as the area becomes more popular.</p> <p>Could you please discuss this matter at the Local Area Committee Meeting on Thursday evening to see what can be done about it?</p>
	<p>Response:</p> <p>We have received responses from the Council's Highways service and the local Police team:</p> <p>The Highways service has stated:</p> <ul style="list-style-type: none"> <li>• In the absence of parking restrictions, any parking or speeding that is causing a danger or an obstruction can be reported to South Yorkshire Police on their non-emergency 101 number, or online at <a href="https://www.reportingcrime.uk/SYPincidentreport/">https://www.reportingcrime.uk/SYPincidentreport/</a>.</li> <li>• You can also contact your local policing team, who should take some action via: <a href="https://www.southyorks.police.uk/find-out/your-neighbourhood-policing-team/">https://www.southyorks.police.uk/find-out/your-neighbourhood-policing-team/</a>.</li> <li>• Realistically, this issue goes above and beyond enforcement and a Traffic Regulation Order for the extension of yellow line restrictions could be considered. You will be aware that the City Council has, for many years, suffered major reductions in the funding that it receives from Central Government. These reductions have, in turn, equated to serious cuts in the Transport Planning budget. Due to these cuts, it is not possible for us to immediately satisfy all of the requests for schemes that we receive from the city as a whole. All requests for the introduction of parking restrictions</li> </ul>

are, therefore, recorded on a city-wide master list of requests where they are assessed and prioritised.

- There are over 1700 outstanding requests, for parking restrictions, that Transport Planning currently has on its city-wide list and our funding is completely unequal to the task that we face. Due to the large number of competing requests and our very limited budget for carrying out schemes of this type, I regret that it would not be possible to say at this time when any request (if you wanted to make one) may be approved for implementation as the schemes for 23/24 have already been agreed.
- Any parking restriction needs to have a legal Traffic Regulation Order (TRO) in place to enable the restriction to be enforced by the Council's Civil Enforcement Officers. The TRO process is governed by various acts of Parliament that instruct local authorities how to undertake the process, what consultation is required and how the outcome decision is to be made. Because of the legal processes involved, the cost of making a TRO can vary between £6,000 and £10,000. The final cost is usually at the upper end of this price range.
- If speeding is a concern, perhaps this is a location that the North LAC might want to consider placement of a Vehicle Activated Sign (VAS). This would highlight speeds above the speed limit and capture data to give a picture of vehicle speeds.

The local Police team has stated:

- This is a National Speed limit which at this point as a single carriage way is 60mph. The Police don't decide upon speed limits but are responsible for the enforcement of speed limits. People parking at the junction with the Car park are likely to restrict the view of those exiting the car park, perhaps the car park owner/responsible persons would consider some cones or alike?
- As there are not any parking restrictions in place on the road so we would deal with parking on a case by case basis.
- We could look at some speed enforcement on there with the Safety Camera partnership but this would be a one off rather than the norm.

Unfortunately, it is clear that there are no instant solutions. However, the LAC team would like the opportunity to meet you on site to consider if there are any practical measures or ways of managing traffic within the community alongside other key stakeholders.

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