



SHEFFIELD CITY COUNCIL Central Community Assembly Report

Report of: Highways Link Manager /Central Community
Assembly Manager

Date: 28th March 2013

Subject: Central Assembly Highways Progress Update

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Summary:

At the June 21st Central Assembly meeting, the Assembly decided how to allocate their £40,000 Highways budget for 2012/13.

- Speed Indication Device Rotation
- Walkley Traffic Review implementation
- Bundle of yellow lines
- One minor 20mph zone
- PFI-related complementary work / Corporate Funded 20mph Zone

This report gives a further update on the schemes chosen and the progress made.

The report also gives an update on the corporately-funded 20mph zone chosen by the Central Assembly.

Reasons for Recommendations:

The purpose of the Highways Budget is to respond to local requests for Highways improvements. Traffic and Parking is one of the Central Assembly Community Plan priorities.

The 2012/13 budget of £40,000 only allowed for small schemes to be implemented in this financial year, but the report gives a progress update on the schemes chosen.

Recommendations:

That the Central Community Assembly:

- (1) Notes the progress made on the chosen Highways Small Schemes for 2012/13 and the emerging influence of the Streets Ahead programme of highway maintenance treatment.

Background Papers:

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
NO - Cleared by: Mathew Bullock 25-02-2013
Legal Implications
Cleared by: Debora Eaton 26-02-2013
Equality of Opportunity Implications
NO
Tackling Health Inequalities Implications
NO
Human rights Implications
NO
Environmental and Sustainability implications
YES
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Central Community Assembly area of Sheffield
Relevant Scrutiny Committee if decision called in
Safer and Stronger Communities
Is the item a matter which is reserved for approval by the City Council?
NO
Press release

1. Summary

At the June 21st Central Assembly meeting, the Assembly decided how to allocate their £40,000 Highways budget for 2012/13.

- Speed Indication Device Rotation
- Walkley Traffic Review implementation
- Bundle of yellow lines
- One minor 20mph zone – Winn Gardens
- PFI-related complementary work

This report gives a further update on the schemes chosen and the progress made

The report also gives an update on the corporately-funded 20mph zone chosen by the Central Assembly.

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

The allocation of £40,000 for small Highways works on behalf of the Central Community Assembly allows some of the issues and priorities of local people to be addressed. The Highways projects referred to in this report will allow 12 sites to be visited by a Speed Indication Device; will see parking improvements on South Road; allow a number of double yellow line schemes to go forward; the implementation of a 20mph zone on Winn Gardens; and allow the Assembly to capitalise on PFI works in making minor improvements in a timely and economical fashion.

3. Outcomes and Sustainability

The funding identified in this report will contribute to the delivery of one of the priorities in the Central Community Assembly Plan – Traffic and Parking - thus benefiting residents in the Central Assembly Area.

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:

Priorities

- Supporting and protecting communities

Values

- Spend public money wisely
- Enable individuals and communities

Outcomes

- A Great Place to Live

4. Information Update

4.1 In the current financial year 2012/13, the Highways Budget allocation to each Assembly is £40,000, with £2000 of under-spend carried forward from last year. At the June 21st Assembly meeting, Members chose to allocate these funds as follows:

Project	Sum
a. Speed Indication Device (SID) rotation	£ 2664 plus £2075 for 5 new sites
b. Walkley Traffic Review - implementation	£12,500
c. 'Bundle' of yellow lines with one Traffic Regulation Order	Up to £10,000
d. Minor 20mph scheme works (Winn Gardens as first priority, any balance to Hanover)	£ 5000
e. PFI-related work e.g. tactile paved crossings	Up to £ 9,500,
	£41,739

The exact cost for each project may still vary (within an overall budget of £42,000), taking into account the need for commuted (ongoing maintenance) sums where appropriate and the movement from budget estimates to detailed estimates.

4.2 This means that Highways resources were fully allocated for the current financial year. If members of the public make requests for additional Highways works, e.g. dropped kerbs, yellow lines, traffic calming, these will be placed on the Small Highways Request list for consideration in future years, or for future incorporation, if appropriate, into Streets Ahead work.

4.3 a. Update on SID rotation

The Assembly has purchased 2 Speed Indication Devices (SIDs), which can each be sited at 6 locations throughout the year on an 8-week rotation cycle.

The sites agreed for 2012/13 are:

- Manchester Road.
- Howard Road
- Walkley Bank Road
- Crookesmoor Road
- Harcourt Road
- Wadsley Lane

At the time of writing this update report, the SID's are located at Manchester Road but the units are programmed to be moved to Howard Road and Walkley Bank Road on the 11th January, 2013.

4.3 b. Walkley Traffic Review Implementation

Last year, the Assembly sponsored a Traffic Review in Walkley, and over 250 people commented on how the traffic situation could be improved.

Many different issues were raised, the most frequent being parking on South Road. Currently, a single yellow line prevents parking at peak times (i.e. 8am-9.30am, and 4.30pm-6.30pm) along the majority of South Road, limiting the ability of people to use their local shops. At the June Assembly meeting, the Central Community Assembly approved a sum of £12,500 to make some changes, and a scheme has therefore been developed to try and make it easier to park on South Road, without affecting traffic flows.

The proposed scheme focuses on improving parking availability on South Road, between Walkley Lane and Greenhow Street. Parking would be allowed at all times, but only in those places where the road is wide enough for a parked car, and for two vehicles to pass each other. This principle should ensure that traffic still moves smoothly at peak times. Officers are consulting on whether a short stay parking limit should be introduced on South Road, to make it easier for shoppers to park, but it is not intended that pay and display would be introduced.

Another frequent request was for junctions along South Road to be kept clear of parked cars. As part of the proposal, new double yellow lines would be installed around each junction, again between Walkley Lane and Greenhow Street. Loading and unloading would still be permitted (where currently allowed) on double yellow lines.

The scheme would mean that over 22 parking spaces would now be available at peak times, between Walkley Lane and Greenhow Street. An Advanced Stop Lane would be installed at the junction with Walkley Lane. Requested by cyclists during the consultation, this would help cyclists to get to the front of the queue and cross the junction more safely. See Map A below.

There are also some additional proposals for new yellow lines at some junctions around Walkley.

As South Road is scheduled as a Streets Ahead zone in early 2013, it was possible to link in with this scheme and improve the pedestrian crossing signals on South Road near the bottom of Greenhow Street. Now this preparatory work has been completed this will allow the re-instatement of the currently banned right turn as part of either the Wisewood Zone Streets Ahead treatment or the Walkley Residential Zone treatment which is currently programmed to start in Autumn, 2013.

Unfortunately, the limited funding available means the scheme could not address many of the other issues raised, such as extending the lay-by near to Greenhow Street, or providing better crossing facilities near to Fulton Road. However, all suggestions will be kept on file and may be progressed if funding can be found in future.

Highways staff considered all comments and suggestions made at the public meeting and prepared a Traffic Regulation Order to introduce the waiting restrictions in the general area. The order was published in Autumn 2012 and a limited number of objections were received.

Discussions have since taken place with the objectors and local members and a final agreed scheme. The revised proposals were finally confirmed to the objectors who, in response removed their original objections. The order was made under seal in January 2013 and the restrictions have been confirmed to the Streets Ahead provider in advance of the zone treatment.

It is intended to incorporate the additional works within the proposed Wisewood Zone treatment but if that immediate deadline cannot be accommodated, it will be possible to add the additional works to the proposed treatment of the Walkley Residential Zone which is planned to take place in the Autumn of 2013.

4.3 c. 'Bundle' of yellow lines with one Traffic Regulation Order

Members prioritised the following 8 requests (two per ward) on the understanding that not all may be funded this year; but if they cannot be completed this year, they would be top priority next year for completion.

Central Ward	Broomhill Ward	Walkley Ward	Hillsborough Ward
Glover Rd Lancaster St.	Burns Road Chesterwood Drive.	Palm Street Orchard Road	Proctor Place Ben Lane, either side of junction with Laird Avenue

Following a petition presented to the September 2012 Assembly Meeting regarding parking problems on Welbeck Road / Fern Road, this location has been added to the sites above, to give 9 in total.

The draft Traffic Regulation Order for these yellow lines was prepared by the Traffic Regulations Group in February 2013. The traffic regulation order was advertised on Friday 1st March and will be concluded on the 22nd March 2013. The two month delay in advertising the order resulted from prioritising the Walkley Traffic review to respond and be part of the Wisewood Zone treatment.

If no objections to the Order are received, the restrictions will immediately be the subject of a works order to the Streets Ahead provider. (Amey)

If objections are received then the traffic regulation process will be extended by a further 3 months to allow time to deal with any objections.

4.3 d. Winn Gardens 20mph

Members agreed to allocate £5000 to minor 20mph scheme works; to agree to prioritise the Winn Gardens scheme for installation; and to request officers to manage the Winn Gardens scheme as economically as possible, with any under-spend to be re-allocated to other Assembly schemes.

The scheme is now with the Streets Ahead provider to carry out detailed design on what is essentially a signing and lining scheme, This design work is taking place at the same time that the required Traffic Regulation Order was prepared and advertised to complete all the works in the shortest possible time period.

The Traffic Regulation Order was advertised on the 8th February, 2013 and the period for objections to be made will conclude on the 8th March 2013.

A provisional construction start date is envisaged in Q3 or Q4 to allow sufficient time to respond and deal with any objections received to the making of the speed limit order.

4.3 e. Streets Ahead -related work

The Assembly can maximise PFI benefits by adapting to the Streets Ahead zone programme, and our order and priority for works will need to come directly from that programme. Indeed, this prioritisation has been demonstrated in prioritising the Walkley traffic review traffic regulation orders

Initial inspections have already been made in the South East Central zone and 70 opportunities to make small scale accessibility improvements have been identified but not estimated. As part of the inspection process, the Central Assembly small scheme request list was consulted to identify the small scheme requests within the zone treatment area.

The list of opportunities has now been passed to the Streets Ahead provider to determine which improvements are already included within the planned core works and which are additional improvements that can be afforded from the nominal zone budget.

The zone budget construction allowance for the opportunities has now been confirmed as £25,000 per zone and the cost of the identified opportunities to be constructed will depend on the estimated prices received for the construction of them.

Inspections have already been completed within the Effingham and South East Central zones. The Walkley Zone inspection has not yet taken place.

The remaining inspections are required to be completed ready for pricing by the end of March 2013 and this requirement allows only a minimal amount of time for consultation and final agreement.

4.4 Corporately-funded 20mph zone.

Each Assembly area has been offered a corporately-funded 20mph zone in their area. There was a very tight timescale for deciding on zones for approval by Cabinet Highways Committee, allowing for very restricted public consultation. Members chose a zone based on accident statistics, and the opportunity to link with an existing and proposed new zone to increase the impact of the improvements.

The decision to construct corporate 20 mph zones was reported at Cabinet Highways Report Committee on September 13th 2012.

The full report can be found on the Council website at:

<http://meetings.sheffield.gov.uk/council-meetings/cabinet-highways-committee/agendas-2012/agenda-13th-september-2012>

Elected members have expressed a desire to extend the limits of the Walkley 20 mph zone to include the Steelbank area. This extension of the zone is clearly desirable and will help to provide a more comprehensive treatment of the area.

It is estimated that the price to extend the limit of the zone to include Steelbank will cost an additional £11,500 which is in excess of the budget sum of £9,500 which was originally allocated for "PFI Opportunities".

However, given the obvious need to provide a coherent and legible zone limit it is recommended that the Assembly commit to the inclusion of the Steelbank extension and that Officers manage the overall budget to allow the inclusion of the Steelbank area. An internal transfer of funds has now been arranged.

The PFI Opportunities budget is now being funded centrally and the current zone allowance is between £25,000 (minimum) and £30,000 (maximum) depending on the number of zones that are treated in the year.

This central provision of funding has allowed the original Assembly PFI Opportunities budget to be re-directed to the extension of the Assembly's chosen 20mph zone which is to be funded from central resources.

5. Financial Implications

The Central Assembly has a £40,000 Highways Budget in 2012/13, to help fulfil the priorities identified in the Central Assembly Plan, plus a carry-forward of £2000. These sums have been allocated as set out in 4.1 above. There are no additional financial implications within this report.

All schemes will include an appropriate sum to cover commuted (future maintenance) costs where required.

6. Legal Implications

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.

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. Equality of Opportunity Implications

The Central Community Assembly 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.

8. Human Resource Implications

There are no specific human resource implications for the Council as a result of the allocation of this funding.

9. Environmental and Sustainability Implications

The proposals in this report promote responsible driving and pedestrian safety.

10. Mitigation of Risk

The risks relating to this proposal have been considered by the Central Community Assembly Team and Highways Officers. These risks will be regularly reviewed and monitored.

11. Alternative Options

No alternative options have been considered, as this report provides an update on decisions previously made.

12. Reasons for Recommendations

The purpose of the Highways Budget is to respond to local requests for Highways improvements. Traffic and Parking is one of the Central Assembly Community Plan priorities.

The 2012/13 budget of £40,000 only allowed for small schemes to be implemented in this financial year, but the report gives a progress update on the schemes chosen and provides target implementation dates.

13. Recommendations

That the Central Community Assembly:

- (1) Notes the progress made on the chosen Highways Small Schemes for 2012/13 and the emerging influence of the Streets Ahead programme of highway maintenance treatment.