



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 12th December 2013

Subject: 'MALIN BRIDGE JOBCONNECTOR'

Author of Report: Cate Jockel

Summary:

This report seeks Cabinet Member approval to implement the scheme to improve bus/tram interchange at Malin Bridge by providing a permanent stop and terminus point for the Supertram Link bus service adjacent to the Malin Bridge tram stop and terminus.

Reasons for Recommendations:

The proposal is in the best location for interchange between bus and tram at Malin Bridge. It will provide convenient, accessible and safe interchange between the Supertram Link bus service and the tram, as well as with the other bus services that use this bus stop. The impact on traffic of the existing temporary stop will be removed. The new location will be monitored and reviewed to see what, if any, impact the new provision has on local traffic management.

Recommendations:

To implement the scheme to improve interchange between bus and tram at Malin Bridge, using the Department for Transport's 'Local Sustainable Transport Fund' provision.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by Matt Bullock
Legal Implications
YES Cleared by Deborah Eaton
Equality of Opportunity Implications
YES Cleared by Ian Oldershaw
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
Hillsborough
Relevant Cabinet Portfolio Leader
Leigh Bramall
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
NO

REPORT TO THE CABINET MEMBER FOR BUSINESS, SKILLS AND DEVELOPMENT

12 DECEMBER 2013

'MALIN BRIDGE JOBCONNECTOR'

1. SUMMARY

- 1.1 This report seeks Cabinet Member approval to implement the scheme to improve interchange between bus and tram at Malin Bridge by providing a permanent stop and terminus point for the Supertram Link bus service adjacent to the Malin Bridge tram stop and terminus.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The scheme is one of the improvements being progressed as part of the 'Don Valley Enterprise Corridor', one of four corridors in South Yorkshire which are the focus of the Local Sustainable Transport Fund (LSTF) programme across the county (entitled 'A Sustainable Journey to Work'). It will improve interchange between bus and tram at Malin Bridge, building on the introduction of the Supertram Link bus, to encourage growth in use of the tram network to access areas of employment along the Don Valley.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project contributes towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':
- better public transport provides socially-inclusive access to jobs;
 - better access for all on mainstream public transport, increasing independence for those with mobility problems and improving social fairness;
 - better public transport increases public transport use and contributes to the "sustainable and safe transport" objective.

4. REPORT

Background

- 4.1 The 'Don Valley Enterprise Corridor' is one of the corridors that the LSTF programme is focussing on. This corridor has been the focus of a number of regeneration initiatives to revive the area, as one of the key drivers for wider growth in the City Region. The overarching transport problems identified in the corridor are the quality, reliability and capacity of transport links into Rotherham and Sheffield, the connectivity between these urban centres and the links to areas of employment. The focus is to build upon existing public transport capacity and connectivity. The LSTF funding for this scheme is held by South Yorkshire Passenger Transport

Executive (SYPTTE) which has commissioned the City Council to progress the design and construction of highway works.

4.2 The Malin Bridge tram terminus is located at the western end of Hillsborough, adjacent to a gyratory road system which links routes from Stannington, Loxley and Rivelin with Holme Lane, which then leads to Hillsborough centre and onwards to the City Centre and beyond. Immediately adjacent to the terminus (northern side) is a large residential area (part of Hillsborough). Adjacent to the terminus (southern side), across Holme Lane, is the Malin Bridge Park and Ride site which provides interchange between car and tram. The location is shown in Appendix A.

Proposals

4.3 Discussions over possible terminus points for a feeder service to the tram at Malin Bridge began in early 2010 in advance of the bus link service commencing in November 2010. Because of site and highway constraints, as well as funding, it was not possible to provide a permanent terminus point in the timescale available. To allow the service to commence operation, a bus stop was provided on Loxley New Road, close to its junction with the service road adjoining the tram terminus. This was not seen as a permanent solution due to the impact on traffic management and congestion around this gyratory and also because of the impact on residents. The successful bid for LSTF funding for the 'A Sustainable Journey to Work' programme provides the opportunity to remedy this situation.

4.4 Several different locations for a permanent solution have been investigated since 2010. These have included the service road and the Park and Ride, as well as various locations around the gyratory, including the extension of the existing bus layby adjacent to the tram stop to allow the bus to stop within it and wait time. There are pros and cons to all of these locations.

4.5 A number of meetings have been held between officers and Local Members in advance of the recent local consultation. Members were concerned that a location within the gyratory system will continue to impact on traffic management and congestion and were, in principle, in favour of taking part of the Park and Ride site for this terminus point. However, there are a number of reasons why the Park and Ride site is not a suitable location. In particular, it would provide worse interchange for passengers between the bus and tram than the current bus stop does - both in terms of distance to walk and the need to cross Holme Lane - and it would remove a large proportion of parking spaces for Park and Ride. (While the Park and Ride is not currently full, it is reasonably well used and it is City Council policy to expand both the tram network and the Park and Ride network). Officers and Members therefore agreed that there should be public consultation on extending the existing bus layby adjacent to the tram stop.

4.6 This proposal is to extend the existing bus lay-by so that it can accommodate two buses rather than one. The Supertram link bus would then use a new short length of bus lane to turn back towards Stannington. Other buses will continue towards Hillsborough just as they do now. This facility will provide excellent interchange between bus and tram (as good as is possible in this location) and should remove the impact on traffic management and congestion and residents

caused by the current bus stop location. A Plan of the proposed scheme is attached as Appendix B. This is the plan that was sent out as part of the local consultation.

4.7 The Traffic Regulation Order (TRO) for this scheme was advertised on 20th September this year. Local consultation was also carried out at the same time, with letters and plans delivered to Local Councillors, local residents, the emergency services and the usual standard consultees.

4.8 Five responses have been received. South Yorkshire Police has raised no comments or issues. The CTC Right to Ride Sheffield supports the proposed scheme, following confirmation that cyclists would be allowed to use the bus lane. One resident responded to ask why the bus terminus couldn't be located in the Park and Ride. This has been explained and nothing further has been received. Two responses were generally supportive but were not happy with the bus stand proposed on Holme Lane. One was a resident, concerned that this will cause delays along Holme Lane. The other was a local business (the Motor Company) which is concerned about this impacting on transporter deliveries to the site: it has no alternative location for this.

4.9 The bus stand was included in the advertised TRO so that, if two Supertram link buses should be at the terminus at the same time, one would progress to this bus stand to wait time, so freeing up the second bus stop in the lay-by for other services. It would then come back around the gyratory system to the stop. This already happens at the moment without a bus stand and both respondents agree that it does not currently cause a problem. For that reason, it will not be included in the scheme and the current situation will continue. There are, therefore, no objections.

4.10 In addition, First Bus has ceased using the lay-by as a timing point for its high frequency service here (from the end of October 2013). This was negotiated through the Sheffield Bus Partnership and significantly reduces the potential for two buses to be waiting time in the lay-by.

4.11 Local Members remain concerned that, at this location, the proposed scheme could continue to impact on traffic management and congestion in the local area. The whole length of Holme Lane around the gyratory and through to Hillsborough Corner, and beyond into Bradfield Road and Middlewood Road, is a very sensitive one in traffic terms. It is, therefore, the intention that the scheme will be monitored and enforced after implementation. This will be done through a re-locatable camera to monitor and enforce the bus lane and a traffic management camera to monitor traffic movement in the area, including how the bus lay-by is operating. This will link well with a new development being progressed through the Sheffield Bus Partnership (funded through the Better Buses Area Fund): both Stagecoach Bus and First Bus will have operational staff located at Urban Traffic Control with direct radio contact to every First & Stagecoach bus. They will therefore be able to make immediate intervention if any problems occur. This is currently intended to be live in January 2014.

Summary

4.12 This proposal is to extend the existing bus lay-by so that it can accommodate two buses rather than one. The Supertram link bus would then use a new short length of bus lane to turn back towards Stannington. Other buses will continue towards Hillsborough just as they do now. This facility will provide excellent interchange between bus and tram (as good as is possible in this location) and should remove the impact on traffic management and congestion and residents caused by the current bus stop location. There were two objections to the Holme Lane bus stands and so that will not be progressed, with the current informal situation continuing. As a result, there are no outstanding objections.

Relevant Implications

4.13 Financial: The budget estimate for the civils scheme is £95,600: this excludes Statutory Undertakers costs, monitoring and enforcement costs and commuted sums. The scheme has been amended since that estimate was provided and the cost will have increased. The scheme is funded through the Local Sustainable Transport Fund where there is up to £135,125 available for the main scheme. The LSTF bid included match funding from Stagecoach Bus in the form of the provision of the Supertram Link buses. On completion of the works, the scheme will be accrued into the Streets Ahead contract for future maintenance. The worst case revenue budget impact has been estimated as £25,000 over 25 years (i.e. £1,000 p.a.): the ongoing cost of ensuring that the scheme functions to its full potential will be revised as the detailed design is completed. The source of the funding for this element of the scheme is still to be confirmed and as such the works (which are scheduled to commence in quarter 4 of 2013/14 financial year) cannot commence until this situation is resolved. Discussions are progressing between the City Council and SYPTE to achieve this.

4.14 Equalities: An Equalities Impact Assessment has been signed off for the scheme as generally positive for all Sheffield people regardless of age, sex, race, faith, disability, and sexuality. It is particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts were identified.

4.15 Legal: The Council has the power to make a Traffic Regulation Order (TRO) under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include facilitating the flow of traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with, alongside the local consultation. The Council should consider and respond to any public objections received. 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 the Council is so satisfied, it is acting lawfully and within its powers.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 As described in paragraph 4.4 above, several different locations for a permanent solution have been investigated since 2010. These have included the service road and the Park and Ride, as well as various locations around the gyratory, including the extension of the existing bus layby adjacent to the tram stop to allow the bus to stop within it and wait time. There are pros and cons to all of these locations and these were discussed between officers and Local Members. Following that, it was agreed to progress to public consultation on extending the existing bus layby adjacent to the tram stop. The other alternative option would be to do nothing and leave the bus stop in the existing 'temporary' location but this does impact on traffic management and congestion around this gyratory, as well as local residents.

6. REASONS FOR RECOMMENDATIONS

6.1 The proposal is in the best location for interchange between bus and tram at Malin Bridge. It will provide convenient, accessible and safe interchange between the Supertram Link bus service and the tram, as well as with the other bus services that use this bus stop. The impact on traffic of the existing temporary stop will be removed. The new location will be monitored and reviewed to see what, if any, impact the new provision has on local traffic management.

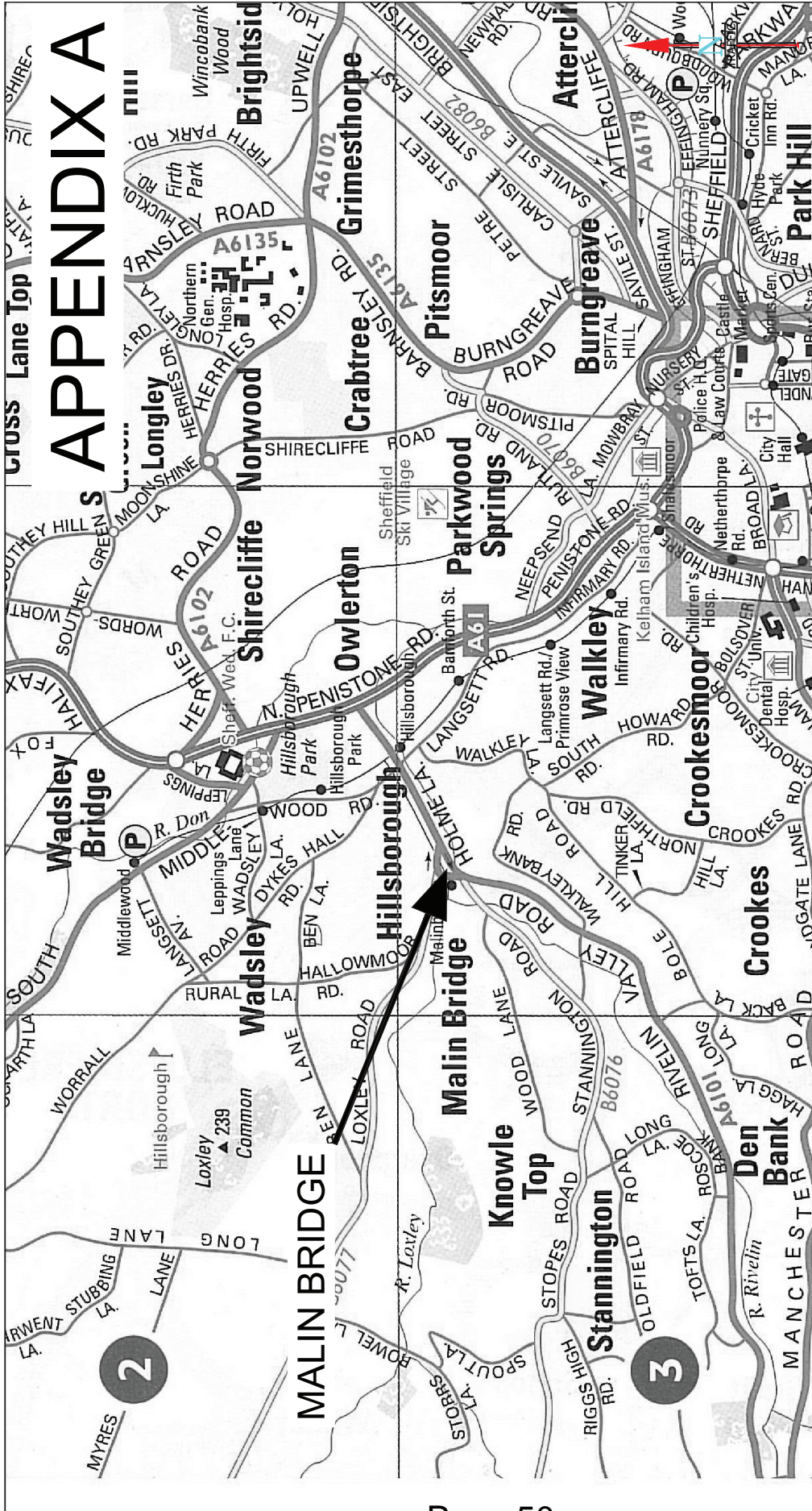
7. RECOMMENDATIONS

7.1 To implement the scheme to improve interchange between bus and tram at Malin Bridge by providing a permanent stop and terminus point for the Supertram Link bus service adjacent to the Malin Bridge tram stop and terminus.

Simon Green

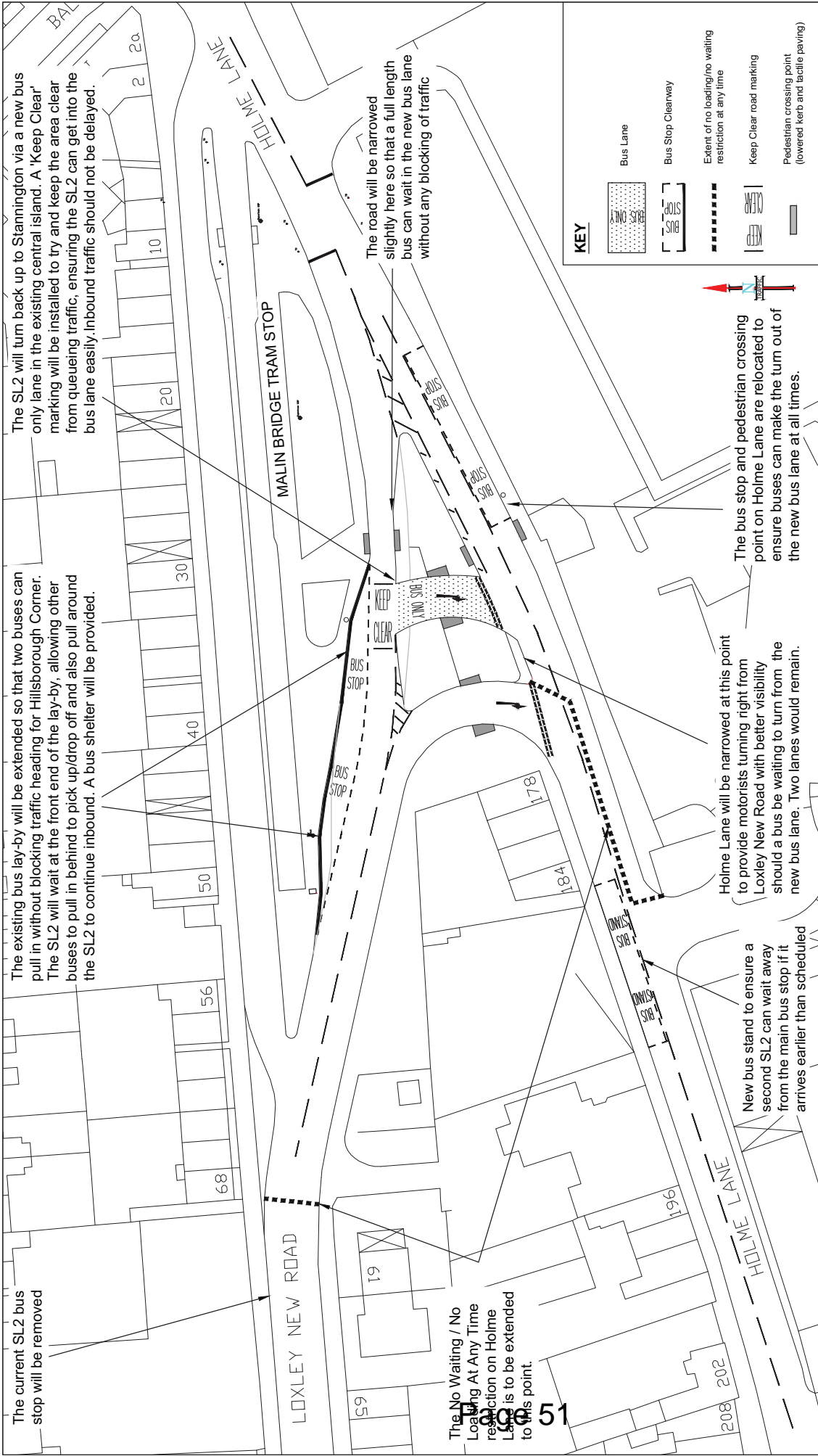
Executive Director, Place

14 November 2013



APPENDIX A

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION</p> <p>SCHEME DESIGN</p> <p>2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208. Fax. 0114-273-6182 E-mail Traffic.Management@sheffield.gov.uk Regeneration and Development Services Director: David Caulfield, RPT</p> <p>A Service Area of Place Sheffield City Council</p>	<p>Client</p> <p>SHEFFIELD CITY COUNCIL</p>	<p>Drawing No.</p> <p>SD-HW04128-P1</p>	<p>Scheme</p> <p>Mainin Bridge Job Connector</p>	<p>Scale</p> <p>NTS</p>	<p>Scale</p> <p>A4</p>	<p>DATE</p> <p>NOV 13</p>	<p>SCHEME DESIGN</p>
	<p>Do not scale from this drawing</p> <ul style="list-style-type: none"> Any errors/omissions to be reported immediately If in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816, 2013 	<p>Drawing Title</p> <p>Appendix A Location Plan</p>	<p>AUTHOR</p> <p>JWB</p>	<p>CHECKED</p>	<p>DATE</p> <p>NOV 13</p>	<p>DATE</p> <p>NOV 13</p>	<p>SCHEME DESIGN</p>



The current SL2 bus stop will be removed

The existing bus lay-by will be extended so that two buses can pull in without blocking traffic heading for Hillsborough Corner. The SL2 will wait at the front end of the lay-by, allowing other buses to pull in behind to pick up/drop off and also pull around the SL2 to continue inbound. A bus shelter will be provided.

The SL2 will turn back up to Stannington via a new bus only lane in the existing central island. A 'Keep Clear' marking will be installed to try and keep the area clear from queuing traffic, ensuring the SL2 can get into the bus lane easily. Inbound traffic should not be delayed.

The No Waiting / No Loading At Any Time restriction on Holme Lane is to be extended to this point.

Home Lane will be narrowed at this point to provide motorists turning right from Loxley New Road with better visibility should a bus be waiting to turn from the new bus lane. Two lanes would remain.

The bus stop and pedestrian crossing point on Holme Lane are relocated to ensure buses can make the turn out of the new bus lane at all times.

The road will be narrowed slightly here so that a full length bus can wait in the new bus lane without any blocking of traffic

<p>TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6208. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L Sturch M.R.T.P.I. Development Services</p>		<p>Client SHEFFIELD CITY COUNCIL</p>		<p>Drawing No. SD/HW04128/P3</p>		<p>Sheffield City Council SCHEME DESIGN</p>	
<p>AUTHOR JWB</p>		<p>Scheme Local Sustainable Transport Fund</p>		<p>Scale 1/500</p>		<p>Date SEPT 2013</p>	
<p>CHECKED</p>		<p>Drawing Title Malin Bridge - SL2 Bus Stop Proposed Scheme</p>		<p>Millimetres </p>		<p>A3</p>	
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