



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 13 February 2014

Subject: Gleadless Key Bus Routes 2013/14
Project update and objection to Traffic Regulation Order

Author of Report: Simon Nelson, 27 36176

Summary:

This report describes the measures to be introduced during 2014 along the Gleadless Key Bus Routes to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area.

It also sets out officer's response to an objection to a Traffic Regulation Order for proposed parking restrictions at the junction of Raeburn Road and Leighton Road.

Reasons for Recommendations:

The Traffic Regulation Orders and other works described in this report will contribute to an improvement in the accessibility and reliability of bus services in the Gleadless area.

Recommendations:

Make the Traffic Regulation Orders described in this report in accordance with the Road Traffic Regulation Act 1984.

Introduce these Traffic Regulation Orders and the other works described in this report.

Inform the objector accordingly.

Background Papers: Appendix A Location plan of proposals
Appendix B Blackstock Road Bus Terminus and Turnaround
Appendix C Raeburn Road and Constable Road
Appendix D Raeburn Road and Leighton Road

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock
Legal Implications
Cleared by: Deborah Eaton
Equality of Opportunity Implications
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
Gleadless Valley
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
NO

GLEADLESS KEY BUS ROUTES 2014
PROJECT UPDATE AND OBJECTION TO TRAFFIC REGULATION ORDER

1.0 SUMMARY

- 1.1 This report describes the measures to be introduced during 2014 along the Gleadless Key Bus Routes to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A in the Gleadless area.
- 1.2 It also sets out officer's response to an objection to a Traffic Regulation Order for proposed parking restrictions at the junction of Raeburn Road and Leighton Road.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 Improvements to the bus routes in this part of the city will reduce delays in bus travel and improve the accessibility of public transport services, and contribute to making the City a *Great Place to Live*.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 It is anticipated that once the proposals are in place they will improve the reliability and accessibility of bus services between the Gleadless Valley and the City Centre. Taken together, the improvements will make travel by bus a more attractive travel option thus reducing the reliance on cars.
- 3.2 The Key Bus Routes project will address obstructions at key junctions that currently results in buses mounting the footway. This should reduce damage to kerbs and paths, and improve public safety.

4.0 REPORT

Introduction

- 4.1 In February 2013 the Department for Transport granted South Yorkshire Passenger Transport Executive (SYPTTE) £18.3million of funding to become the country's first Better Buses Area. The grant to the PTE combined money that traditionally would normally have been paid directly to operators as Bus Service Operators Grant with additional Government funding to be invested by the SYPTTE in improving bus services and traffic management across Sheffield. The Gleadless Key Routes is one of the first projects to be brought forward by the PTE and the City Council under the Better Buses funding programme.
- 4.2 The Gleadless Key Bus Routes project involves improvements to bus infrastructure along routes 20, 20A, 47, 48, 79 and 79A between Queens Road in the north and Constable Road in the south. The purpose of the project is to improve journey-time reliability; bus journey times and punctuality; to tackle congestion hotspots; to enable enforcement of existing restrictions and improve access, safety and information at bus stops. All bus stops along these routes will be brought into compliance with the Equality Act 2010 through the provision of raised kerbs and tactile paving to aid boarding and disembarkation and bus clearway waiting restrictions to

prevent parking and allow buses to pull up to the kerb. New bus shelters and real-time bus timetable information displays will also be provided where appropriate. In addition proposals have been developed to address locations where bus services are delayed by the road layout or parking practices.

- 4.3 The measures described in this report represent works to be constructed during the financial year 2013/14. Further proposals will be developed during 2014/15 to complete the Gleadless Key Bus Routes project.
- 4.4 The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, the City Council, Sheffield Community Transport and SYPTE.

Update on measures to be introduced in 2013/14

- 4.5 The works programmed for the current financial year fall into two categories – improvements to bus accessibility at bus stops and measures to improve service reliability – and are concentrated around the southern (Gleadless) end of the routes as shown at Appendix A. Where possible, all works will be designed and built in co-ordination with the Streets Ahead highway maintenance programme.
- 4.6 During 2013/14 32 bus stops will be upgraded as described in paragraph 4.2 above. At certain locations the pedestrian approach to a stop compromises accessibility, for instance where a stop can currently only be accessed via steps. In these locations ramped approaches at suitable gradients will be provided.
- 4.7 SYPTE has consulted fronting property owners regarding these upgrades where appropriate, in accordance with their own procedures. No objections have been received.
- 4.8 The bus operators, assisted by SYPTE and the Council, have identified locations at which service reliability and journey times are adversely effected by the current road layout and parking practices. It is planned to make alterations to assist the operation of buses at three of these locations during the current financial year (consultation letters and plans are appended):

- Blackstock Road bus terminus and turnaround (see Appendix A):

The layout is to be altered to enable bus drivers to correctly align their vehicles at each stop and prevent inappropriate parking. Access to the terminus/turnaround area is to be restricted to buses only. No legitimate parking or loading spaces would be lost as a result of these proposals.

- Raeburn Road junction with Constable Road (see Appendix B):

The junction will be altered to enable a bus to turn right into Constable Road whilst a bus or other vehicle is stood at the give way line and provide room for a bus travelling east along

Constable Road to pass a bus waiting at stop 22245. The scheme includes double yellow lines around the junction to help ensure that parked cars do not restrict these manoeuvres.

The proposed junction improvement includes the enlargement of an existing hard paved area of Housing Revenue Account land, currently used by residents for off-street parking. It provides a useful local amenity that will help to offset the loss of on-street parking that would result from the introduction of the restrictions indicated on the plan. It is proposed to add a small grassed area to the existing parking area to ease vehicle manoeuvrability. The Interim Director of Housing has agreed to the transfer of this land which will then be adopted as public highway. A new access and egress to the parking facility will also be provided within the scope of the scheme.

- Raeburn Road junction with Leighton Road (see Appendix C):

Parking restrictions will be introduced to better enable a bus to turn right into Raeburn Road whilst a bus or other vehicle is stood at the give way line and allow a bus turning left from Raeburn Road to pass a bus waiting at stop 22020. It had been hoped to widen the junction slightly and an agreement had been reached to adopt a narrow strip of open land for this purpose. However it has emerged that utilities equipment (gas, water etc.) would need to be diverted or lowered to accommodate the alterations. Having discussed the significant cost implications with the SYPTTE and the bus operators, it has been agreed that the benefits to the bus services were insufficient to justify what would be a major increase in the cost of the scheme. The proposal to widen the junction has therefore been withdrawn.

Public consultation

- 4.9 During December 2013 officers consulted fronting property owners at each location and advertised the appropriate Traffic Regulation Orders.
- 4.10 Approximately 50 letters were delivered to houses and businesses at Blackstock Road, and a further 50 to properties around the Raeburn Road junction with Constable Road (see Appendix D). No objections have been received in response to either proposal.
- 4.11 30 letters were delivered to the owners of houses around the junction of Raeburn Road and Leighton Road. One objection to the proposed improvements to bus stop 22020 and the provision of waiting restrictions has been received, on the following grounds:
 - The upgrading of the bus stop (the raised kerbs that aid boarding) would prevent access to the driveway of 130 Leighton Road
 - The objector states that he does not want the stop to remain in its current position in part because of the restriction on access and also because queuing bus passengers lean on the property's boundary fence and cause a nuisance. He suggests that the stop should be relocated on to the east end of Raeburn Road where there are no

fronting properties

- The proposed waiting restrictions would prevent the objector parking his van immediately southeast of the bus stop where it can be overlooked from No. 130.

Officer response

- 4.12 The objector has been informed that the raised kerbs would in no way obstruct access to the driveway of No.130. The location of bus stops is a matter for the bus operators in liaison with SYPTE and is in part dictated by a desire to maintain reasonable distances between stops. More pertinently, the suggested location of the stop is at the bottom of a steep bank with no existing footway access. The relocation of stop 22020 would therefore require significant and expensive works in the highway verge to ensure the waiting area and access to it complies with the Equality Act 2010. The stop has been here from at least the late 1990's.
- 4.13 The extent of the double yellow lines around the junction, including the length close to No. 130 Leighton Road, is considered to be the minimum required to ensure the junction operates safely and efficiently, particularly in terms of bus movements. This may make it difficult for the objector to park a van in a position where it is easily observable, but there are adequate lengths of public highway in the immediate vicinity where on street parking is unrestricted.
- 4.14 Having considered the objection to the upgrade of bus stop 22020 and the introduction of parking restrictions at the junction of Raeburn Road and Leighton Road the officer view is that the reasons set out in this report for proceeding with the proposals outweigh the objections. The upgrading of the bus stop in its current location and the introduction of parking restrictions would help to achieve the objectives of the Gleadless Key Bus Routes project.

Other Consultations

- 4.15 Local Members, the emergency services, Veolia and SYPTE have been consulted about each of the three 'service reliability' schemes. No objections have been received.

Relevant Implications

- 4.16 The full cost of the works described in this report is approximately £374k. Construction work is scheduled to commence before the end of the financial year and will run through in to the early part of next year. Funding of £245k has already been identified and approved. Further funding is available from next year's STYPE "Better Bus Area" allocations and discussions have already taken place with the Cabinet Member to approve the indicative block allocation. The balance of funding required to complete the remainder of the work will require formal financial approval and the necessary Capital Approval forms will be completed and submitted to CPG.

- 4.17 An Equality Impact Assessment has been conducted and concludes that the proposals are equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as the proposals improve access to public transport. No negative equality impacts have been identified.
- 4.18 The Council has the power to make a Traffic Regulation Order under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to persons or other traffic using the road; to facilitate the passage on the road of traffic (including pedestrians); and to preventing the use of the road by vehicular traffic of a kind which is unsuitable having regard to the existing character of the road. Before the Council can make an Order 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. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.
- 4.19 With respect to the land at Constable Road, the Council has the power to adopt council land held for housing purposes as highway under Section 38 of the Highways Act 1980. This will not affect ownership of the land as it will still be held by the Council.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers and the SYPTE have considered omitting the proposed parking restrictions from the junction of Raeburn Road and Leighton Road and relocating bus stop 22020 on to Raeburn Road but feel it would run contrary to objectives of the project for the reasons outlined in paragraphs 4.12 to 4.14.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The Traffic Regulation Orders and other works described in this report will contribute to an improvement in the accessibility and reliability of bus services in the Gleadless area.

7.0 RECOMMENDATIONS

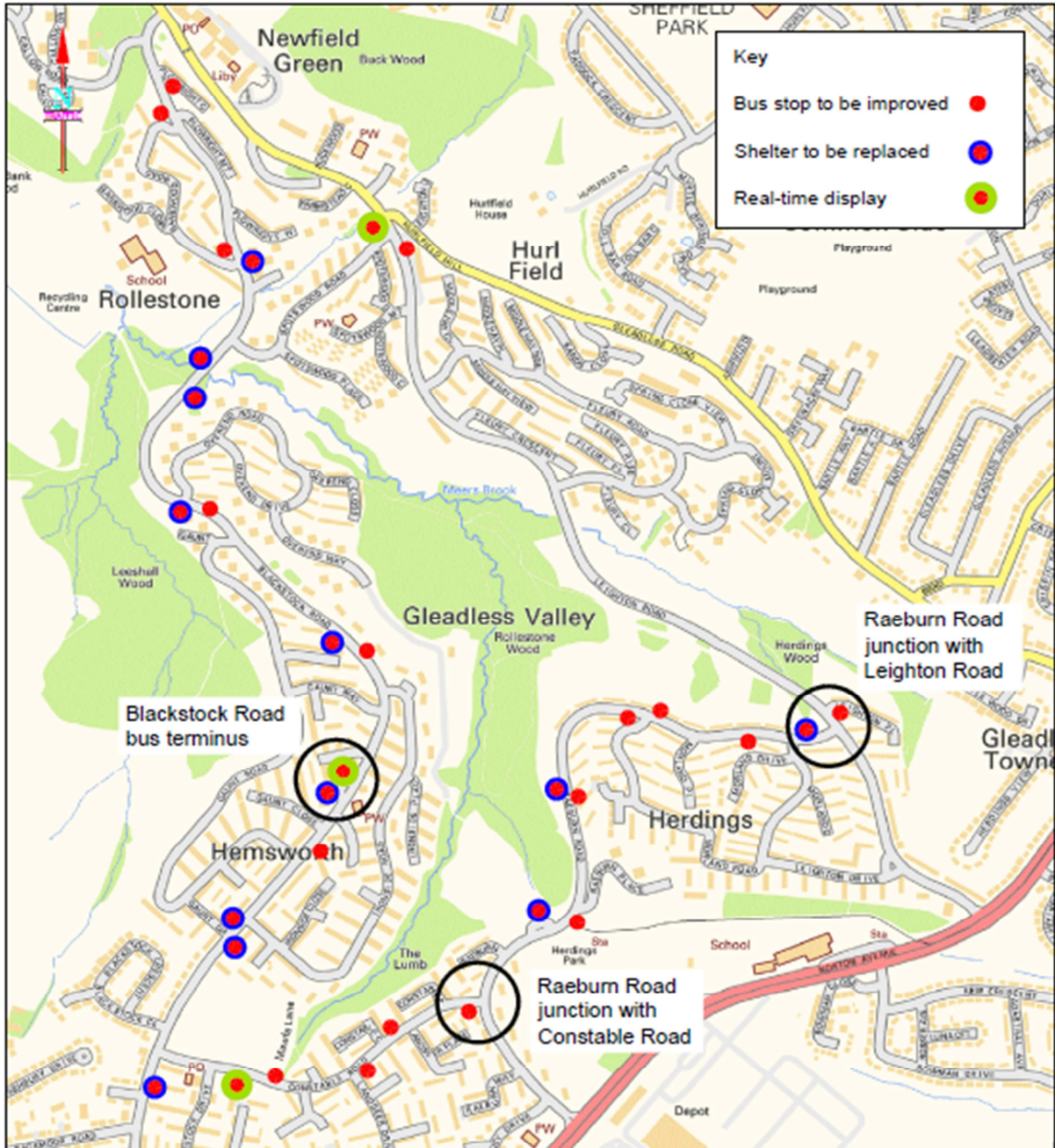
- 7.1 Make the Traffic Regulation Orders described in this report in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Introduce the Traffic Regulation Orders and other works described in this report.
- 7.3 Inform the objector accordingly.

Simon Green
Executive Director, Place

13 February 2014

APPENDIX A

Gleadless Key Bus Routes Programmed works 2013/14



Simon Nelson, Scheme Design
Transport, Traffic & Parking Services
January 2014

Sheffield
City Council

Not to scale
Drawing No: Location plan



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APPENDIX B

Regeneration and Development Services

Director: David Caulfield, RTPI

Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: tony.lawery@sheffield.gov.uk

Website: www.sheffield.gov.uk

Officer: Tony Lawery

Ref: SD/LT109/001/SN01

Tel: (0114) 273 4192

Date: 21 November 2013

Dear Sir or Madam

Gleadless Key Bus Routes

Alterations to the Blackstock Road Bus Terminus and Turnaround

I am writing to inform you about plans to alter the Blackstock Road bus terminus.

The layout is to be altered to make it easier for buses to manoeuvre around each other and ensure that buses can pull up flush to their stops. The proposals include restricting access to the area to buses only, the introduction of parking restrictions around the central island and the construction of a new loading bay (see attached drawing).

The changes are programmed to be implemented early in 2014.

The work is part of wider improvements to bus facilities in the Gleadless area designed to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A. Proposals are being developed to address locations where bus services are currently delayed, and all bus stops are to be upgraded as follows:

- Raised kerbs and tactile paving will be provided at all bus stops allowing anyone with mobility or visual impairments, including wheelchair and pushchair users, to get on and off buses easily.
- 'Bus stop clearway' road markings will prohibit parking at, and on the approach to, each bus stop enabling buses to pull up level to the kerb. Again this will make it easier for passengers to get on and off the bus, particularly passengers with impaired mobility.
- New bus shelters will be provided at stops where the existing shelters are in need of replacement.
- A small number of bus stops will be moved to improve their accessibility for passengers whilst minimising the impact of parking restrictions on residents' properties.

- Real-time bus information displays will be installed at ten of the busiest bus stops along the Gleadless routes.

The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield City Council, Sheffield Community Transport and South Yorkshire Passenger Transport Executive. Wherever possible the works will be co-ordinated with the Streets Ahead maintenance work planned for the area.

I hope that you agree that the alterations to the Blackstock Road bus terminus will help the local bus services to run more smoothly. However, if you wish, you can make a formal objection to the introduction of access and parking restrictions. To do so you must put your objection in writing and send it to:

Transport, Traffic and Parking Services
2-10 Carbrook Hall Road
Sheffield
S9 2DB

The Council Cabinet Member with responsibility for transport related projects will be asked to consider any objections before deciding whether the restrictions should be introduced. Objections must be received by Friday 13th December 2013.

Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully

A handwritten signature in blue ink that reads "A. Lawery". The signature is written in a cursive style with a large, looped final letter.

Tony Lawery
Transport, Traffic and Parking Services

Gleadless Key Bus Routes

Alterations are being made along bus routes in the Gleadless area to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A.

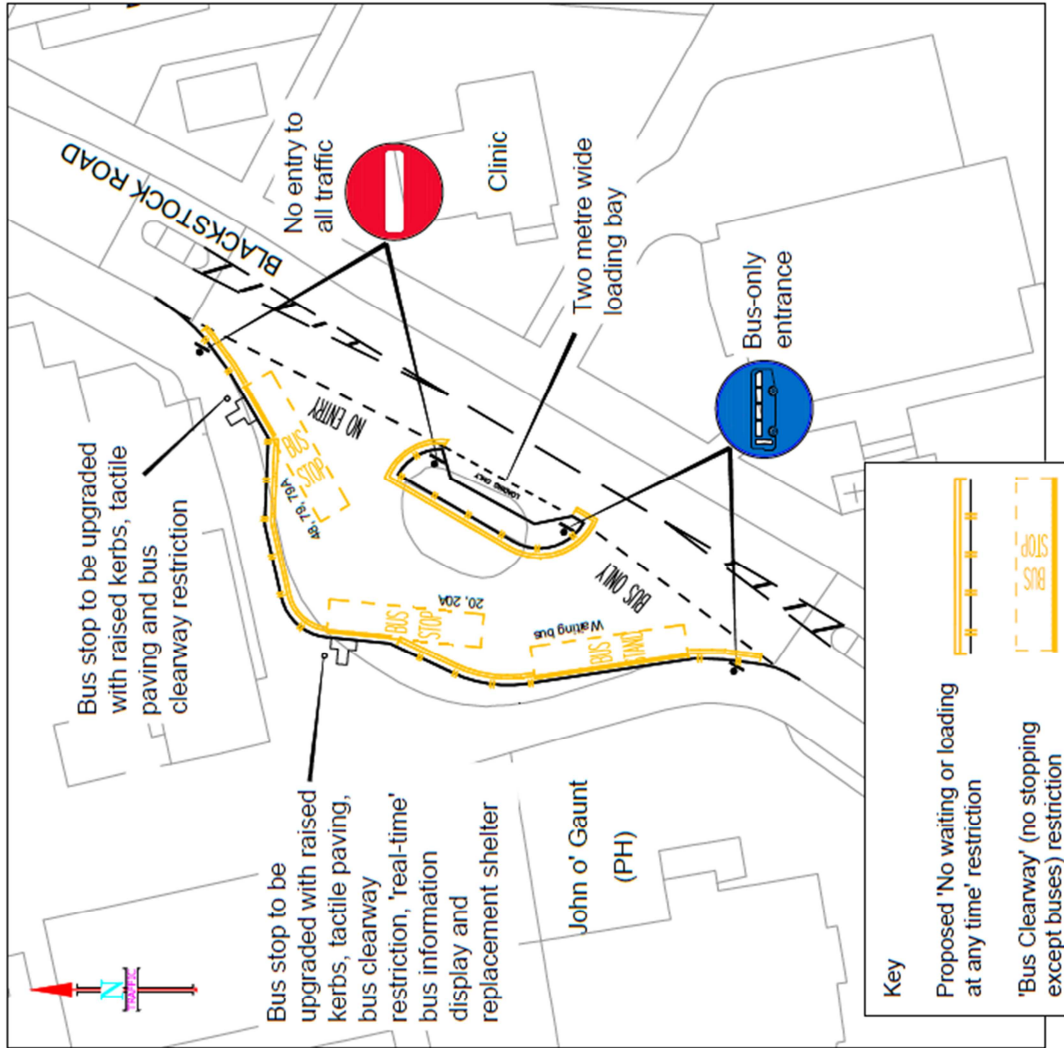
All bus stops will be upgraded. Raised kerbs and tactile paving will be provided to help anyone with mobility or visual impairments to get on and off the buses easily. Bus clearway road markings will prohibit parking at stops and allow buses to pull up to the kerb. New bus shelters will be provided where appropriate.

In addition proposals have been developed to address locations where bus services are currently delayed because of the existing road layout or inconsiderate parking.

Blackstock Road bus terminus

The changes shown on this drawing will make it easier for buses to manoeuvre around each other within the terminus / turnaround area, enable bus drivers to correctly align their vehicles at each stop and prohibit inappropriate parking.

All other traffic will be prohibited from entering the terminus.



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Simon Nelson, Scheme Design
Transport, Traffic & Parking Services
October 2013

Scale: 1:500
Drawing No: SD-LT109-001-C01

APPENDIX C

Regeneration and Development Services

Director: David Caulfield, RTPI

Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: tony.lawery@sheffield.gov.uk

Website: www.sheffield.gov.uk

Officer: Tony Lawery

Ref: SD/LT109/002/SN01

Tel: (0114) 273 4192

Date: 21 November 2013

Dear Sir or Madam

Gleadless Key Bus Routes

Alterations to the junction of Raeburn Road and Constable Road

I am writing to inform you that the junction of Raeburn Road and Constable Road is to be altered to make it easier for buses to turn into and out of Raeburn Road. The proposals include the introduction of parking restrictions around the mouth of the junction (see attached drawing).

The changes are programmed to be implemented early in 2014.

The work is part of wider improvements to bus facilities in the Gleadless area designed to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A. Proposals are being developed to address locations where bus services are currently delayed, and all bus stops are to be upgraded as follows:

- Raised kerbs and tactile paving will be provided at all bus stops allowing anyone with mobility or visual impairments, including wheelchair and pushchair users, to get on and off buses easily.
- 'Bus stop clearway' road markings will prohibit parking at, and on the approach to, each bus stop enabling buses to pull up level to the kerb. Again this will make it easier for passengers to get on and off the bus, particularly passengers with impaired mobility.
- New bus shelters will be provided at stops where the existing shelters are in need of replacement.
- A small number of bus stops will be moved to improve their accessibility for passengers whilst minimising the impact of parking restrictions on residents' properties.

- Real-time bus information displays will be installed at ten of the busiest bus stops along the Gleadless routes.

The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield City Council, Sheffield Community Transport and South Yorkshire Passenger Transport Executive. Wherever possible the works will be co-ordinated with the Streets Ahead maintenance work planned for the area.

I hope that you agree that the alterations to the junction of Raeburn Road and Constable Road will help the local bus services to run more smoothly. However, if you wish, you can make a formal objection to the introduction of access and parking restrictions. To do so you must put your objection in writing and send it to:

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Yours faithfully

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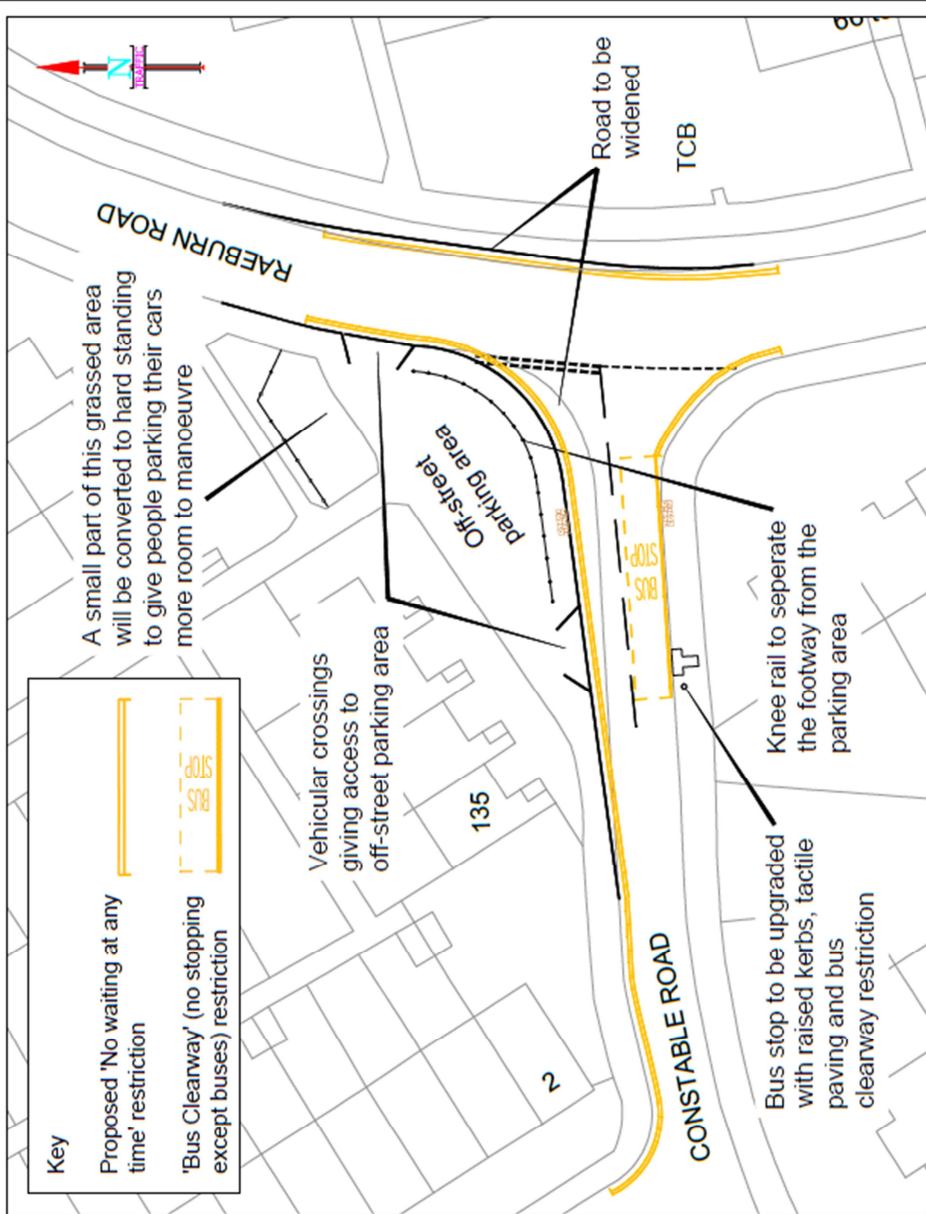
All bus stops will be upgraded. Raised kerbs and tactile paving will be provided to help anyone with mobility or visual impairments to get on and off the buses easily. Bus clearway road markings will prohibit parking at stops and allow buses to pull up to the kerb. New bus shelters will be provided where appropriate.

In addition proposals have been developed to address locations where bus services are currently delayed because of the existing road layout or inconsiderate parking.

Raeburn Road junction with Constable Road

The junction will be altered to make it easier for buses to turn into and out of Raeburn Road. It is proposed to introduce parking restrictions (double yellow lines) around the junction mouth to keep the area clear of parked cars.

Off-street parking for approximately five cars will be available in the area shown on the drawing.



Simon Nelson, Scheme Design
Transport, Traffic & Parking Services
October 2013

Scale: 1:500

Drawing No: SD-LT109-002-C01



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Regeneration and Development Services

Director: David Caulfield, RTPi

Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: tony.lawery@sheffield.gov.uk

Website: www.sheffield.gov.uk

Officer: Tony Lawery

Ref: SD/LT109/003/SN01

Tel: (0114) 273 6176

Date: 21 November 2013

Dear Sir or Madam

Gleadless Key Bus Routes

Alterations to the junction of Raeburn Road and Leighton Road

I am writing to inform you that the junction of Raeburn Road and Leighton Road is to be altered to make it easier for buses to turn into and out of Raeburn Road. The proposals include the introduction of parking restrictions around the mouth of the junction (see attached drawing).

The changes are programmed to be implemented early in 2014.

The work is part of wider improvements to bus facilities in the Gleadless area designed to improve the punctuality and accessibility of services 20, 20A, 47, 48, 79 and 79A. Proposals are being developed to address locations where bus services are currently delayed, and all bus stops are to be upgraded as follows:

- Raised kerbs and tactile paving will be provided at all bus stops allowing anyone with mobility or visual impairments, including wheelchair and pushchair users, to get on and off buses easily.
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- New bus shelters will be provided at stops where the existing shelters are in need of replacement.
- A small number of bus stops will be moved to improve their accessibility for passengers whilst minimising the impact of parking restrictions on residents' properties.
- Real-time bus information displays will be installed at ten of the busiest bus stops along the Gleadless routes.

The improvements are supported by the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield City Council, Sheffield Community Transport and South Yorkshire Passenger Transport Executive. Wherever possible the works will be co-ordinated with the Streets Ahead maintenance work planned for the area.

I hope that you agree that the alterations to the junction of Raeburn Road and Leighton Road will help the local bus services to run more smoothly. However, if you wish, you can make a formal objection to the introduction of access and parking restrictions. To do so you must put your objection in writing and send it to:

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2-10 Carbrook Hall Road
Sheffield
S9 2DB

The Council Cabinet Member with responsibility for transport related projects will be asked to consider any objections before deciding whether the restrictions should be introduced. Objections must be received by Friday 13th December 2013.

Please do not hesitate to contact me on the above telephone number or email address if you have any comments or questions about this scheme.

Yours faithfully

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Tony Lawery
Transport, Traffic and Parking Services

Gleadless Key Bus Routes

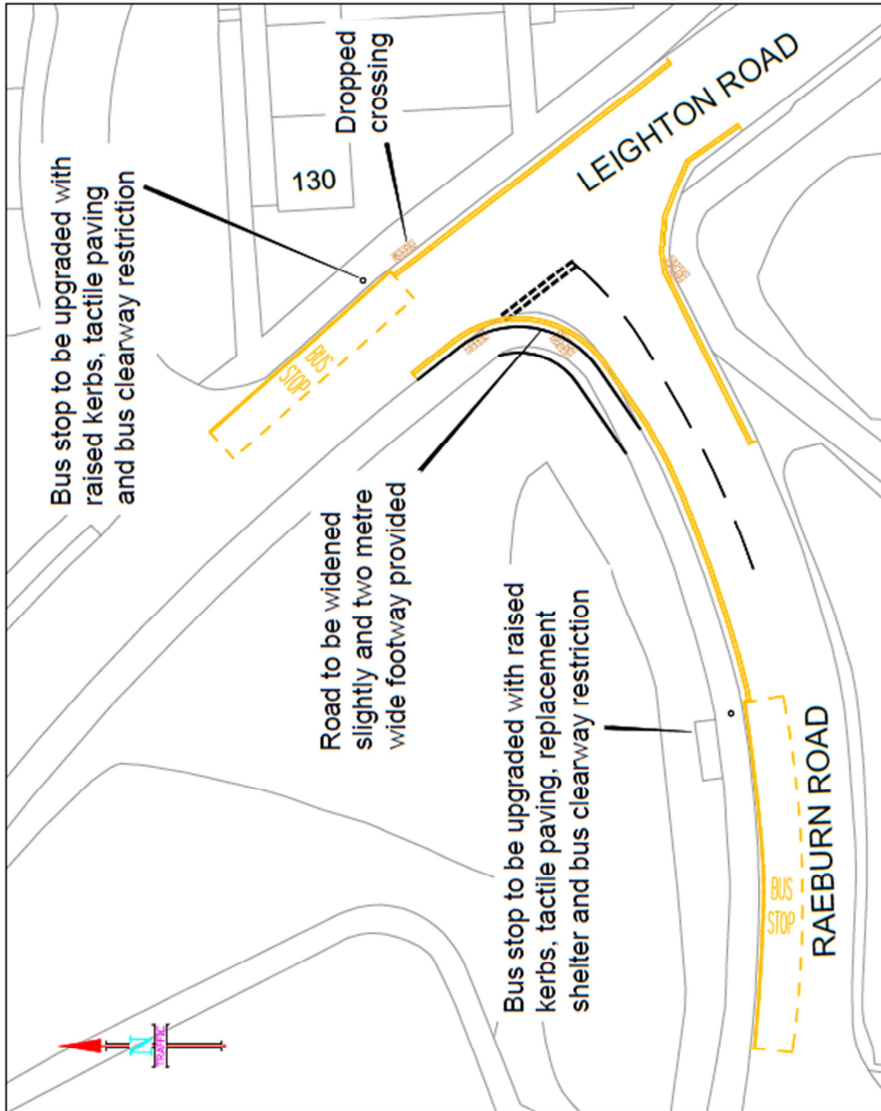
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In addition proposals have been developed to address locations where bus services are currently delayed because of the existing road layout or inconsiderate parking.

Raeburn Road junction with Leighton Road

The junction will be altered to make it easier for buses to turn into and out of Raeburn Road. It is proposed to introduce parking restrictions (double yellow lines) around the junction mouth to keep the area clear of parked cars.



Key

Proposed 'No waiting at any time' restriction

'Bus Clearway' (no stopping except buses) restriction

Simon Nelson, Scheme Design
Transport, Traffic & Parking Services
October 2013

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Drawing No: SD-LT109-003-C01



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