



SHEFFIELD CITY COUNCIL

Highway Cabinet Member Decision Session

Report of: Executive Director, Place

Date: 10 April 2014

Subject: City Centre to Mosborough Key Bus Route – City Road Bus Lane

Author of Report: Cate Jockel

Summary: this report sets out proposals for a new outbound bus lane, to operate in the evening peak, on City Road as it approaches the junction with Park Grange Road (also known as the Spring Lane junction). The lane is an additional lane in the carriageway and will be available for local parking outside the hours of operation (this is a change proposed following consultation). Associated measures include constructing parking bays on the opposite side to the bus lane (where there is existing all-day parking); as well as some changes for pedestrians and cyclists.

The report summarises the results of the Traffic Regulation Order (TRO) advertisement in autumn 2013. It sets out objections and other responses to the TRO and officer responses to them. It is recommended that the reasons set out in this report for making the TRO outweigh unresolved objections.

Reasons for Recommendations: the scheme is part of the Mosborough Bus Key Route (the 120 bus route), one of the best-used high frequency public transport services in the City. The Key Route contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aims to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment.

All objectors and respondents have been written to providing feedback on the issues they raised and also making them aware of the revision to the parking proposals. They have not formally withdrawn their objections: however, they were asked to advise if they wished to pursue them and none of the residents have done this,

although one Local Member (Councillor T. Fox) has responded to say that he stands by his original comments.

Recommendations:

Make the City Road Bus Lane TRO and implement the scheme. Inform the objectors and respondents accordingly.

Background Papers: Appendix A – TRO Plan
 Appendix B – Consultation Plan
 Appendix C – Responses

Category of Report: OPEN

Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by Matthew Bullock
Article II. 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
YES
Economic impact
YES
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
East (Manor Castle)
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?
YES
Press release
NO

REPORT OF THE EXECUTIVE DIRECTOR, PLACE
REPORT TO INDIVIDUAL CABINET MEMBER DECISION MEETING

10 APRIL 2014

CITY CENTRE TO MOSBOROUGH KEY BUS ROUTE: CITY ROAD BUS LANE

1. SUMMARY

- 1.1 This report sets out proposals for a new outbound bus lane, to operate in the evening peak, on City Road as it approaches the junction with Park Grange Road (also known as the Spring Lane junction). The lane is an additional lane in the carriageway and will be available for local parking outside the hours of operation (this is a change proposed following consultation). Associated measures include constructing parking bays on the opposite side to the bus lane (where there is existing all-day parking); as well as some changes for pedestrians and cyclists.
- 1.2 The report summarises the results of the Traffic Regulation Order (TRO) advertisement in autumn 2013. It sets out objections and other responses to the TRO and officer responses to them.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The proposed scheme is part of the 'Mosborough Key Bus Route' – served by the 120 bus route, one of the best-used public transport services in the City. It is high-frequency and operated by many low-pollution hybrid buses. Many other bus routes also use City Road and will benefit from this proposal too.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project will contribute towards a number of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014, specifically':
- 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

Introduction

- 4.1 The 'Mosborough Key Bus Route' is part of the 'Smart Infrastructure' strand of the Better Buses Area Fund in South Yorkshire, largely funded by specific capital funding from the Department for Transport (DfT), and based around the themes of:

- **Smart Ticketing:** multi-operator ticketing solutions and more cost-effective travel for young people looking to access work or training;
- **Smart Infrastructure:** making bus journeys on main routes faster and more reliable through infrastructure improvements; and
- **Smart Management:** ensuring that the network is effectively managed and enforced to improve journey times and efficiency at identified pinch points.

- 4.2 One of the fundamental aims of the Key Bus Route work is to improve journey time and journey time reliability of the 120 service. The 120 runs from Halfway to Fulwood and is operated by both Stagecoach and First. Stagecoach runs a service every 8 minutes between Halfway and the Royal Hallamshire Hospital. First runs a service every 8 minutes between Crystal Peaks and Fulwood. This means that, between Crystal Peaks and the Hospital, the combined frequency is every 4 minutes (and, under the terms of the Sheffield Bus Partnership, it is timetabled as a combined service).
- 4.3 The development of this Key Bus Route, subject to normal processes, was approved by the Cabinet Highways Committee on 11 October 2012. This included the possibility of a bus lane at this location.

The proposals

- 4.4 Buses are frequently delayed on City Rd approaching Park Grange Rd due to queuing traffic particularly in the evening peak. To improve journey time and its reliability, a new bus lane is proposed, to operate between 4.00pm – 6.30pm Monday to Friday. This would start just after the Cemetery entrance and run up almost to the Park Grange Rd junction. This will bring buses to the front of the queue where traffic will merge.
- 4.5 The bus lane will be constructed within the existing public highway and will be in addition to the existing traffic lanes, so general traffic will not be affected by this proposal. Initial investigation was into whether this could be done within the existing carriageway but the standard road safety audit (Stage 1) highlighted road safety concerns stemming from narrow lane widths. To obtain suitable lane widths, therefore, the footway on the inbound side will be reduced to 2.5 metres in width.
- 4.6 Most of the parking outside the terraced properties on that inbound side is retained and will be protected in bays (this avoids the need to move Statutory Undertakers' equipment).
- 4.7 The proposals also include a new 'shared use' facility along the wide pavement on the outbound side to allow cyclists (cycling uphill and, therefore, slowly) to use the pavement instead of the bus lane, with lowered kerbs to allow them to move off and on to the road.

Expected Benefits

- 4.8 In addition to the core 120 service (16 buses per hour), there are a further 9 bus services operating on this section of City Rd (outbound) which bring the total number of buses that would benefit from this proposal to 28 per hour. Assuming an average bus loading of 30 passengers per bus there will be approx. 2100 bus passengers benefiting from the above bus service improvements in the evening peak period every day.
- 4.9 SYPTE, SCC and bus operators have access to ACIS Real Time Information which provides data on the actual tracked journey times of all buses using satellite GPS technology. Journey time data at this location has been investigated in the outbound direction here from bus stop No 232220 outside the Cemetery to bus stop 23218, the first bus stop after the Park Grange Rd junction, in the morning peak, inter-peak and in the evening peak. It is forecast that the introduction of the bus lane in the evening peak will provide a quicker and more consistent journey time for buses which will be similar to the morning peak when traffic volumes in the outbound direction are much lighter. Journey time savings have been estimated as an average of one minute per bus at the height of the evening peak, up to a maximum of a four minute saving.
- 4.10 The bus lane will also help to provide a more punctual service by reducing the amount of journey time variability. It is forecast that the City Rd bus lane, with the other interventions planned along the corridor, will achieve a service punctuality of 91.3% which is better than the target set for the County, higher than the current Sheffield District average and deemed very good for a service operating over the length of the 120.
- 4.11 Taxis will also be able to use the bus lane and hence enjoy similar benefits.

TRO Advertisement and Local Consultation

- 4.12 The TRO necessary for the scheme was advertised from 4th to 29th November 2013. The Plan is attached as Appendix A.
- 4.13 At the same time, South Yorkshire Passenger Transport Executive (SYPTE) led on a local consultation on these plans, which included changes to the bus stops as well as the bus lane and the other changes associated with that. Appendix B is the Consultation Plan used for that. The comments received about the bus stop improvements are being handled by SYPTE and are not included here.
- 4.14 With regard to the bus lane and the associated changes to parking and pedestrian and cycle facilities, two objections and one comment were received from members of the public, with comments from two Ward Councillors. The responses from members of the public focused on views that the bus lane would not work and that there were adverse impacts on residents parking and on pedestrians. The responses from Ward Councillors included similar concerns as well as others about value for money, air pollution and access to the Cemetery. All these responses are set out in more detail in Appendix C.

- 4.15 The proposed bus lane is an additional lane which will operate in the evening peak at a location where buses are frequently delayed. It will improve journey time and journey time reliability for large numbers of buses (see paragraphs 4.8 to 4.10 above) and is felt to be beneficial. As a result of the consultation, it is now proposed that this additional lane could be made available for local parking outside the hours of bus lane operation. The single yellow line (SYL) on the outbound side, which currently operates in both peaks, would operate in the evening peak only starting from 1600 (rather than the 1630 currently). In other words, it will operate in the same hours as the bus lane. Officers responses to all the concerns raised are set out in more detail in Appendix C.
- 4.16 All the respondents have been written to and asked to advise whether they wish to pursue their issues further. None of the residents have done this, although one Ward Councillors has responded to say that he stands by his original comments.

Summary

- 4.17 The proposed bus lane is an additional lane which will operate in the evening peak at a location where buses are frequently delayed. It will improve journey time and journey time reliability. It will now be available for local parking in the morning peak. The responses to the comments and objections made during the local consultation and TRO advertisement are detailed in Appendix C.

5. RELEVANT IMPLICATIONS

- 5.1 **Financial:** the budget estimate to cover works and traffic management received from Amey Design in March 2014 is £116,000. Most of this Key Bus Route work is financed from the DfT's Better Buses Area Fund spend: this is time constrained, expiring at the end of the 13/14 financial year. In relation to the City Road scheme, where works will be undertaken in 14/15, the Better Buses Fund should cover scheme design. Both the City Council (SCC) and SYPTE are providing an element of match-funding from the Local Transport Plan (£135,000 in the case of SCC) and some of this can and will be carried forward into 14/15 to enable the completion of the route works. The commuted sum for future maintenance will be known after completion of the detailed design and will be funded from SCC's 14/15 Local Transport Plan allocation.
- 5.2 **Equalities:** an Equalities Impact Assessment has been signed off for the Key Bus Route as a whole as generally positive for all Sheffield people regardless of age, sex, race, faith, disability, and sexuality, and particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts were identified.
- 5.3 **Legal:** the Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or 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. The Council should consider and respond to any public objections received and this has been done. The Council, as the Highway Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

6. ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The initial option considered was a similar scheme but within the existing carriageway. This option did not get through the standard road safety audit process, as described in paragraph 4.5.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The scheme is part of the Mosborough Bus Key Route (the 120 bus route), one of the best-used high frequency public transport services in the City. The Key Route contributes to the City Council's objectives of improving socially-inclusive access to jobs; improving access to mainstream public transport for all; and improving public transport in order to increase its usage. It aims to make bus journeys on this main route quicker and more reliable through infrastructure improvements and improving network management and enforceability at critical locations. This scheme should improve journey time and reliability without any detriment.
- 7.2 All objectors and respondents have been written to providing feedback on the issues they raised and also making them aware of the revision to the parking proposals. They have not formally withdrawn their objections: however, they were asked to advise if they wished to pursue them and none of the residents have done this, although one Ward Councillor has responded to say that he stands by his original comments.

8. RECOMMENDATIONS

- 8.1 To overrule the objections; make the City Road Bus Lane Traffic Regulation Order and implement the scheme.
- 8.2 To inform the objectors and respondents accordingly.

Simon Green
Executive Director, Place

10 April 2014

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