



SHEFFIELD CITY COUNCIL

Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 13 August 2015

Subject: Bus Hotspot - Potter Hill Lane / Cottam Road, High Green

Author of Report: Cate Jockel

Summary:

Buses currently experience difficulties negotiating the junction of Potter Hill Lane and Cottam Road in High Green, leading to delays and bus reliability issues. Due to the geometry of the junction, buses turning left into Potter Hill Lane have to swing to the other side of the road in order to complete the turn. This is problematic when cars are parked.

A scheme to address the issue was developed, comprising waiting restrictions only. It was consulted on in May 2014 with 6 objections received, mainly related to the loss of parking.

A revised proposal was developed and then consulted upon in May 2015, whereby the verge would be removed allowing replacement parking. One objection remains outstanding. This report seeks approval for the revised scheme

Reasons for Recommendations:

The revised scheme described in this report will still contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of objectors to the original proposal.

The scheme is being designed in detail with funding available in 2015/16 to allow the scheme to be built.

Recommendations:

Approve and implement the revised scheme to introduce double yellow lines and a parking bay as shown in Appendix B subject to confirmation of costs after detailed design (including any commuted sums).

Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

Background Papers:

Appendix A – May 2014 Original Proposals

Appendix B – May 2015 Revised Proposals

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson
Legal Implications
Cleared by: Nadine Wynter
Equality of Opportunity Implications
Cleared by:
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
West Ecclesfield
Relevant Cabinet Portfolio Leader
Councillor Terry Fox
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

BUS HOTSPOTS – POTTER HILL LANE / COTTAM ROAD

RESULTS OF PUBLIC CONSULTATION AND OBJECTIONS TO A TRAFFIC REGULATION ORDER

1. SUMMARY

- 1.1 Buses currently experience difficulties negotiating the junction of Potter Hill Lane and Cottam Road in High Green, leading to delays and bus reliability issues. Due to the geometry of the junction, buses turning left into Potter Hill Lane have to swing to the other side of the road in order to complete the turn. This is problematic when cars are parked.
- 1.2 A scheme to address the issue was developed, comprising waiting restrictions only. It was consulted on in May 2014 with 6 objections received, mainly related to the loss of parking.
- 1.3 A revised proposal was developed and then consulted upon in May 2015, whereby the verge would be removed allowing replacement parking. One objection remains outstanding. This report seeks approval for the revised scheme

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

- 2.1 The introduction of waiting restrictions will help to reduce delays for buses and improve both bus journey times and reliability, whilst contributing to making the City a Great Place to Live.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The proposals will contribute to improving journey times and reducing congestion leading to a reduction in vehicle emissions.

4. REPORT

4.1 Introduction

- 4.1.1 The Sheffield Bus Hotspots Group (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators) was made aware of difficulties experienced by the bus operators in completing manoeuvres at the junction of Potter Hill Lane and Cottam Road. Additionally, complaints were received from local people about buses overrunning the kerbs, leading to the grassed verges being churned up.
- 4.1.2 Part of the problem is that buses need to swing to the other side of Potter Hill Road when exiting Cottam Road, and parked vehicles make this more difficult. As a consequence, the rear wheels of left turning buses can straddle the verge.

4.2 Proposal and Consultation

- 4.2.1 Consultation with affected residents took place in May 2014 on a proposed scheme, as shown in Appendix A. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted.
- 4.2.2 The scheme included new double yellow lines in the vicinity of the junction, to remove parking and ensure the various manoeuvres could be completed. 9 comments were received, of which 6 were objecting to the loss of parking in the area for residents.
- 4.2.3 Some residents suggested that the grassed verge could be utilised for parking. Officers carried out initial investigations relating to underground utilities and it was determined that parking could indeed be provided without excessive costs.

4.3 Revised Proposal and Further Assessment

- 4.3.1 A revised scheme was therefore developed, comprising a new 19m parking area, and amended waiting restrictions (see Appendix B). This was then consulted upon with affected residents in March 2015.
- 4.3.2 One comment and one objection were received. The objection argued that the parking provision provided in the lay-by was insufficient to cater for the demand.
- 4.3.3 Parking surveys were therefore carried out (on site and from photographs previously taken) to assess whether the parking bay was big enough, with the findings provided below:

Date	Time	Parked Vehicles
Saturday 16 November 2013	3.15pm	2
Thursday 30 January 2014	2.10pm	0
Wednesday 14 January 2015	12.15pm	0
Friday 17 April 2015	7.30pm	1
Tuesday 21 April 2015	9.50am	0
Thursday 30 April 2015	7.50pm	2
Saturday 30 May 2015	9.20am	2
	7.50pm	2

- 4.3.4 This information was sent to the objector, to see if this addressed their objection. A response was received advising they had completed further surveys themselves, as shown below:

Date	Time	Parked Vehicles
Friday 12 June 2015	7.30am	2
	12pm	1
	6pm	2
Saturday 13 June	7.15am	2
	11.30am	3
	4.55pm	3
	7.45pm	4
Sunday 14 June	9am	2
	11.30am	3
	6.40pm	2
Monday 15 June	6.50am	2
	4.35pm	2
	9pm	2
Tuesday 16 June	7am	1
	4.40pm	0
	9pm	0
Wednesday 17 June	7am	0
	6.30pm	1
	9pm	0

4.3.5 The objector considers that the proposed parking bay is of insufficient length to cater for the number of vehicles affected, and as such continues to object.

4.4 Officer Response

4.4.1 Generally, parking bays are installed at a length of 6 metres per space, to ensure larger vehicles can manoeuvre in and out of each space. In this case, the parking bay is to be a length of approximately 19 metres. Consequently, a minimum of 3 vehicles should be able to be parked at any one time.

4.4.2 The surveys undertaken, by both officers and the resident concerned, indicate that of the 27 individual surveys completed, at varying times of day on different days of the week at different times of year, only once would the parking bay not provide sufficient alternative parking. Meanwhile, loading and unloading will still be permitted on the double yellow lines.

4.4.3 Officers appreciate that waiting restrictions are unwelcome, but in this case there is no feasible or affordable alternative to address the issue. The proposed parking bay predominantly offsets the lost parking, and on this basis, this report seeks authority to implement the revised scheme.

4.5 Relevant Implications

4.5.1 Financial

4.5.2 The cost of the alternative proposal is estimated to be around £33,000 (works, design fees, traffic management costs). It is to be funded from the Better Buses monies on the Bus Hotspots Business Unit (94445). This has been through the Great Places to Live Programme Board and Capital Programme Group. The Capital Approval Form is to be submitted to July's Cabinet so should be approved by the date of this meeting.

4.5.3 The 25-year commuted sum for ongoing maintenance costs is estimated at about £10,000. The actual sum will be calculated by the New Works team in the Highways Maintenance Division once the detailed design has been signed off by the City Council and the Bill of Quantities provided by Amey. There is no revenue element in this Better Buses funded project, so the commuted sum will be funded out of TTAPS resources which, in this instance – as a bus-related scheme – could include camera enforcement income or using 'credit' from negative commuted sum calculations for other bus-related schemes.

4.5.4 Legal

4.5.5 The Council, as the Highway Authority for Sheffield, has powers under the Highways Act 1980 and the Road Traffic Regulation Act 1984 to implement the improvements requested in this report. A number of objections have been received from individuals who are not supportive of the Council's proposals. The Council therefore needs to consider whether these objections outweigh the benefits of implementing the proposals. If the Council is satisfied that the benefits of introducing the proposals outweigh the objections, it will be acting lawfully and within its powers should it decide to implement the proposals.

4.5.6 Equality Impact Assessment

4.5.7 An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion was that the works were equality neutral affecting all people equally regardless of age, race, faith, gender, disability, sexuality, etc. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase safety and accessibility. This project aims to improve the reliability of some high-frequency local bus services and provide road safety benefits by reducing vehicle to vehicle conflicts at this junction. Together with other 'bus hotspots' schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The alternative options have been discussed elsewhere in this report.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The revised scheme described in this report will still contribute to improving journey times and reliability for bus services along this route. At the same time, it addresses the concerns of objectors to the original proposal.
- 6.2 The scheme is being designed in detailed with funding available in 2015/16 to allow the scheme to be built.

7. RECOMMENDATIONS

- 7.1 Approve and implement the revised scheme to introduce double yellow lines and a parking bay as shown in Appendix B subject to confirmation of costs after detailed design (including any commuted sums).
- 7.2 Make the Traffic Regulation Order relating to the proposed waiting restrictions in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objectors accordingly.

Simon Green
Executive Director, Place

13 August 2015

Regeneration and Development Services

Director: David Caulfield, RTPi
Scheme Design · 2-10 Carbrook Hall Rad · Sheffield · S9 2DB
Website: www.sheffield.gov.uk

Officer: Mr James Burdett
Ref: SD-BN962-COT-JB-01

Tel: (0114) 273 6170
Date: 2 May 2014

The Occupier

Dear Resident

Bus Hotspots: Parking Restrictions at Potter Hill Lane / Cottam Road

We have received complaints from local people about buses overrunning the kerbs as they manoeuvre around the junction of Potter Hill Lane / Cottam Road. It is a tight turn for buses to make, and the verges are being churned up. Part of the problem is that buses need to swing to the other side of Potter Hill Road when exiting Cottam Road, and parked vehicles make this more difficult.

What is proposed?

Double yellow lines are proposed around the junction, as shown on the plan overleaf, to help keep the area free of parked vehicles and enable the bus service to pass through the junction more easily. The proposal is funded by the 'Bus Hotspots' programme, a joint initiative between Sheffield City Council and South Yorkshire Passenger Transport Executive.

How can I comment?

The double yellow lines can only be introduced following the making of a Traffic Regulation Order (TRO). This is a legal process which requires the Council to advertise the proposals, allowing the public to comment on the details.

If you wish to comment, please write to the following address:

James Burdett
Scheme Design
Transport, Traffic & Parking Services
Sheffield City Council
2-10 Carbrook Hall Road
SHEFFIELD
S9 2DB

Alternatively please email traffic.management@sheffield.gov.uk, putting 'Potter Hill Lane' in the subject box.

What happens next?

Should objections be received, we will first of all consider these and see if any changes can be made. Should this not be possible and objections remain outstanding, the matter will be reported to the Council's Cabinet Member for Transport, who will make a decision on how to proceed. Everyone who responds to this consultation will be kept informed of all meetings and decisions.

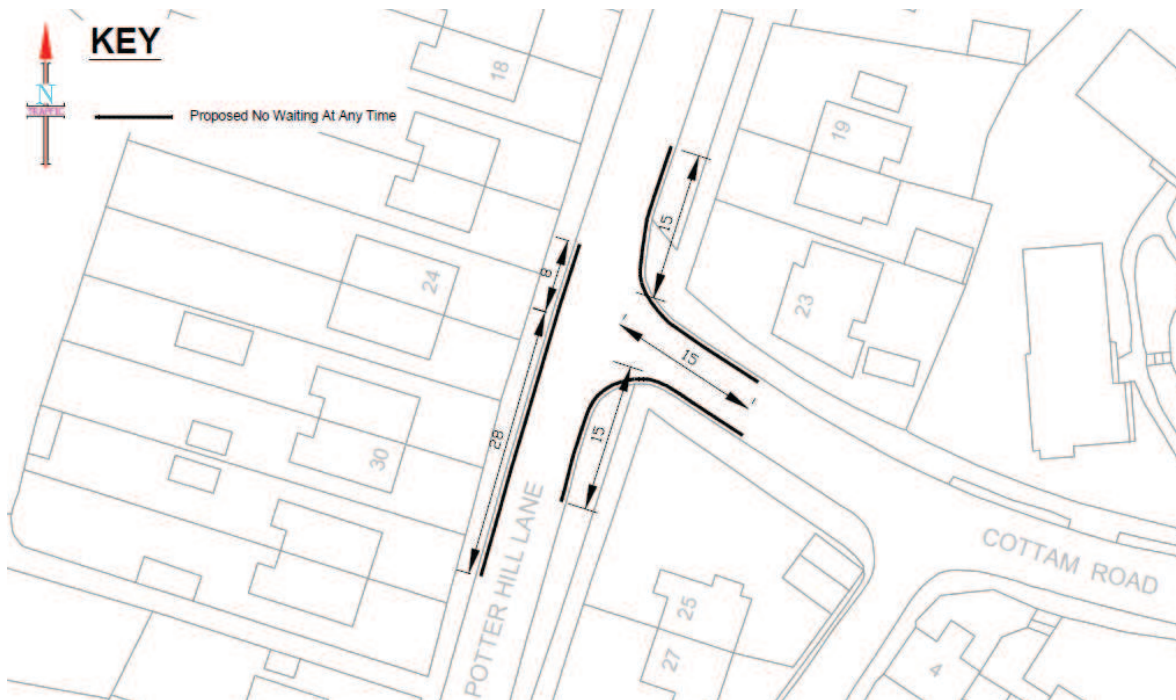
If approved, when would the yellow lines be installed?

Subject to necessary approvals, the lines would be installed in the summer.

I hope this is clear, but if you have any questions please contact me on 0114 273 6170 or by email at traffic.management@sheffield.gov.uk

Yours sincerely

James Burdett
Engineer, Scheme Design
Transport, Traffic and Parking Services



Regeneration and Development Services

Director: David Caulfield, RTPi
Scheme Design · 2-10 Carbrook Hall Road · Sheffield · S9 2DB
Website: www.sheffield.gov.uk

Officer: Mr James Burdett
Ref: SD-BN962-COT-JB-02

Tel: (0114) 273 6170
Date: March 2015

The Occupier

Dear Resident

Bus Hotspots: Parking Restrictions at Potter Hill Lane / Cottam Road

I wrote to you in May 2014 with details of a proposed scheme to help keep the Potter Hill Lane / Cottam Road junction free of parked vehicles and enable the bus services to pass through the junction more easily.

A number of objections were submitted, mainly concerning the loss of parking on Potter Hill Lane. Following liaison with the utility companies (Yorkshire Water etc), a revised scheme has now been developed which helps to offset the loss of parking.

What is now proposed?

Double yellow lines are still proposed around the junction, as buses turning left have to swing over to the other side of Potter Hill Lane to make the turn from Cottam Road. The double yellow lines have been reduced where possible, in view of some of the previous comments.

The verge outside 25 Potter Hill Lane would also be removed and replaced with road space. This would provide room for 3 larger vehicles, or 4 smaller vehicles, to park. This helps to offset the parking that would be removed between the driveways of 22-32 Potter Hill Lane.

Full details can be seen on the plan overleaf.

How can I comment?

If you wish to comment, please write to the following address:

James Burdett
Scheme Design
Transport, Traffic & Parking Services
Sheffield City Council
2-10 Carbrook Hall Road
SHEFFIELD
S9 2DB

Alternatively, please email scheme.design@sheffield.gov.uk, putting 'Potter Hill Lane' in the subject box. **All comments must be received by Monday 20 April 2015.**

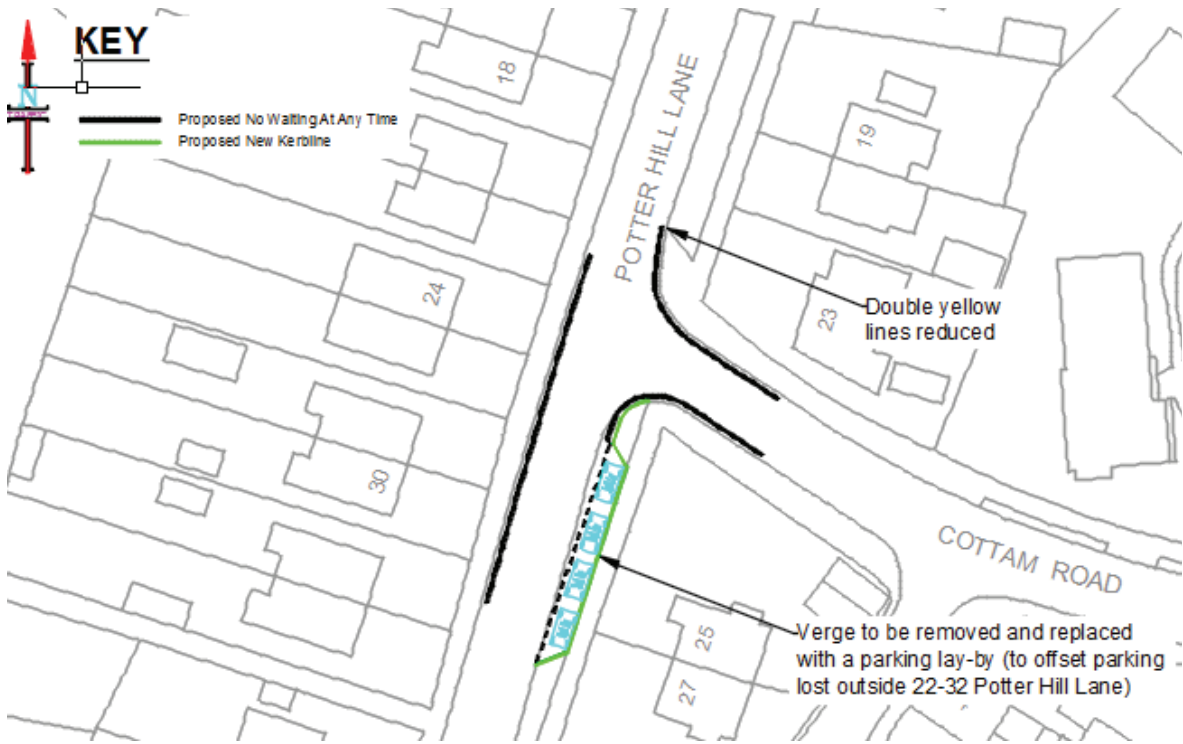
PTO

What happens next?

Should objections be received, the matter will be reported to the Council's Cabinet Member for Transport, who will make a decision on how to proceed. Everyone who responds to this consultation will be kept informed of all meetings and decisions.

Yours sincerely

James Burdett
Engineer, Scheme Design
Transport, Traffic and Parking Services



Not to scale