



SHEFFIELD CITY COUNCIL

Report to Cabinet Highways Committee

Report of: Executive Director, Place

Date: 08 October 2015

Subject: North Sheffield Better Buses – St Michael’s Road

Author of Report: Ian Taylor / James Burdett

Summary:

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on St Michael’s Road, Ecclesfield. Buses are delayed along the length of the road due to parked cars, but particularly so at the southern end near to the junction with Cross Hill.

A scheme comprising road widening, parking bays, and new waiting restrictions was consulted upon in April 2015. 11 comments were received, following which a number of alterations were made to address respondents’ concerns. A revised scheme was sent to all respondents in July 2015, to which there are no formal objections and no longer any issues outstanding.

Reasons for Recommendations:

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

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

Recommendations:

Approve and implement the revised scheme as shown in Appendix B, subject to any required re-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 respondents accordingly.

Background Papers:

Appendix A – April 2015 Original Proposals

Appendix B – July 2015 Revised Proposals

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Damian Watkinson
Legal Implications
Cleared by: Deborah Eaton
Equality of Opportunity Implications
Cleared by: Annemarie Johnston
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
East 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

NORTH SHEFFIELD BETTER BUSES – ST MICHAEL’S ROAD

RESULTS OF PUBLIC CONSULTATION AND RESPONSES TO A TRAFFIC REGULATION ORDER

SUMMARY

The North Sheffield Better Buses project comprises 15 individual schemes between Ecclesfield and the City Centre. It aims to address problems for buses and other traffic along the route, reducing journey times and improving bus reliability.

One of these schemes is on St Michael’s Road, Ecclesfield. Buses are delayed along the length of the road due to parked cars, but particularly so at the southern end near to the junction with Cross Hill.

A scheme comprising road widening, parking bays, and new waiting restrictions was consulted upon in April 2015. 11 comments were received, following which a number of alterations were made to address respondents’ concerns. A revised scheme was sent to all respondents in July 2015, to which there are no formal objections and no longer any issues outstanding.

The scheme is therefore recommended for approval.

WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

The introduction of waiting restrictions will help to reduce delays for buses and other vehicles, improving journey times and reliability. The parking needs of local people would remain addressed and the new uncontrolled crossing point will bring road safety benefits to pedestrians. All these benefits contribute to making the City a Great Place to Live.

OUTCOME AND SUSTAINABILITY

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

REPORT

Introduction

The North Sheffield Better Buses project (comprising Sheffield City Council, South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators), has identified St Michael’s Road as a source of frequent delay on bus routes between Ecclesfield and the City Centre.

Buses are delayed due to on-street parking, and limited road width, along the majority of St Michael’s Road. Journey time data has shown that buses often take up to 4 minutes along St Michael’s Road, when it should be a lot quicker. Whilst these delays do include time waiting to turn right into Cross Hill, the scheme should nonetheless bring individual journey time savings of about 30 seconds along St

Michael's Road, and should also help to improve the reliability of bus services at all times, helping them to turn up on time. Other vehicles will also benefit from the reduced congestion.

Proposal and Consultation

Officers developed a scheme to address the delays, which comprises road widening, parking bays and waiting restrictions. The scheme can be viewed in Appendix A.

Consultation with affected residents took place in April 2014. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. A cycle audit was also completed.

11 comments we received from consultees, of which 3 were considered to be of support, and 3 to be objections, with 5 general comments. The objections were predominantly focused on:

- The loss of parking
- Potential for higher traffic speeds following implementation of the scheme
- Access to business premises
- The impact on pollution

Officers investigated all comments and a revised scheme was produced to address the various concerns. The revised scheme, which can be seen in Appendix B, included the following changes:

- The 'Ecclesfield' bound bus stop will not be relocated to the launderette, it will remain in its current position outside no. 44 St Michael's Road. Parking bays will be installed outside the launderette
- To help reduce speeds, a new pedestrian crossing point, and kerb build-out, will be provided at the junction with Cross Hill. The left turn will be tighter, helping to reduce speeds as vehicles enter St Michael's Road, whilst the improved island should make it better for people crossing the road
- Additionally, the parking bays on St Michael's Road are to be formally marked out, ensuring vehicles are parked wholly on the road. This will help to keep the 'usable' road width to about 6.0m, which should help keep vehicle speeds down
- Various minor changes to double yellow lines across residents' driveways

With regard to the air quality issues, Air Quality Monitoring officers were asked for their view. It was considered that as the proposed widening is unlikely to generate any additional local journeys, it is not considered that air quality will be made worse. Rather, the reduction in congestion at peak times should lead to an improvement in local air quality at busy times.

All respondents were provided with a copy of the revised scheme on 6 July 2015. The deadline for final comments, 27 July 2015, passed without any further objections and therefore there are no longer any issues outstanding.

Relevant Implications

Financial

The total cost of the revised scheme is estimated to be around £224,000 which includes for design, construction, supervision, and contingency. It is to be funded from the Better Buses programme. This has been through the Great Places to Live Programme Board and Capital Programme Group.

The 25-year commuted sum for ongoing maintenance costs is estimated at additional £2,500. This indicative sum was calculated following an assessment of the preliminary design, and 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.

Legal

Traffic Regulation Order: The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Individual Cabinet Member 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 Individual Cabinet Member is so satisfied then it is acting lawfully and within its powers.

Highways Improvements: The Council, as the Highways Authority for Sheffield, has the powers under Part V of the Highways Act 1980 to approve the improvements requested in this report.

Equality Impact Assessment

An EIA (reference 537) has been carried out for the Transport Capital 2015/16 programme. The conclusion is that the works are 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.

ALTERNATIVE OPTIONS CONSIDERED

The alternative options, including an alternative design, have been discussed elsewhere in this report. Doing nothing would not address the issues that regularly occur at the location. The design as amended is, therefore, the preferred option.

REASONS FOR RECOMMENDATIONS

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

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

RECOMMENDATIONS

- Approve and implement the revised scheme as shown in Appendix B, subject to any required re-confirmation of costs after detailed design (including any commuted sums)
- Make the Traffic Regulation Order relating to the revised waiting restrictions in accordance with the Road Traffic Regulation Act 1984
- Inform the respondents accordingly.

Simon Green

Executive Director, Place

08 October 2015

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