

Agenda Item 5



Author/Lead Officer of Report: James Burdett,
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Report of: Executive Director, Place
Report to: Highways Cabinet Member Decision
Date of Decision: 10 November 2016
Subject: North Sheffield Better Buses – High Street,
Ecclesfield

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Infrastructure and Transport		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? 905		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

Purpose of Report:

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 High Street, Ecclesfield. When buses pull into the stop opposite the shops, there is little room for vehicles to pass by between the bus and any vehicles parked outside the shops. This causes delays, in both directions, for

all vehicles.

A scheme comprising a new bus lay-by, uncontrolled pedestrian crossing points and revised waiting restrictions was consulted upon in July/August 2016. Four comments were received, including one support, one objection, and two general queries. This report seeks approval to overrule the objection and implement the scheme.

Recommendations:

- Approve and implement the scheme as shown in Appendix A, 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 – Final Scheme

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Julie Currey
	Legal: Paul Bellingham Equalities: Annemarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	EMT member who approved submission: Simon Green
3	Cabinet Member consulted: Mazher Iqbal
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: James Burdett
	Job Title: Senior Engineer
Date: 4 October 2016	

1. PROPOSAL

- 1.1 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.
- 1.2 One of these schemes is on High Street, Ecclesfield. When buses pull into the stop opposite the shops, there is little room for vehicles to pass by between the bus and any vehicles parked outside the shops. This causes delays, in both directions, for all vehicles.
- 1.3 A scheme comprising a new bus lay-by, uncontrolled pedestrian crossing points and revised waiting restrictions was consulted upon in July/August 2016. Four comments were received, including one support, one objection, and two general queries. This report seeks approval to overrule the objection and implement the scheme.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The proposed scheme should help to reduce delays for buses and other vehicles, improving journey times and reliability for users of the Barnsley Road bus corridor, thus contributing to making the City a Great Place to Live.
- 2.2 The proposals will contribute to improved bus services, improved journey times and a reduction in congestion, leading to a reduction in vehicle emissions in the vicinity of the scheme.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Consultation with affected residents took place in July/August 2016. Local Members, the Emergency Services, Veolia and South Yorkshire Passenger Transport Executive were also consulted. Additionally, signs were installed on-street advertising the dedicated www.sheffield.gov.uk/northsheffield website, where the plans were available. A total of 63 separate visits were made to the website over the 4 week consultation period.
- 3.2 Four comments were received from consultees. One of these was in full support, two were comments seeking further clarification, and there was one objection.
- 3.3 The comments were answered by officers with no further correspondence being received. One point of note is that officers agreed to extend the double yellow lines on Picking Lane as shown on the plan

in Appendix A. This will be advertised at a later date.

The letter of support suggested that “*Thanks should go to everyone on the team who have spent time thinking this scheme through and bringing together a working High Street that will be a great improvement for all concerned*”.

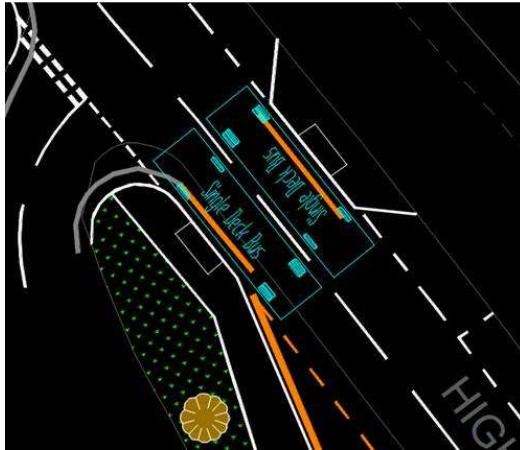
The objection raised a number of issues. These are presented below, together with an officer response.

Issue – The current bus stop outside No 62 (Cerrones) should be re-located to the proposed new busy bay. It is illogical to have 2 separate stops within such a short distance and causes additional congestion as well as passenger confusion. It is an historic and inherited bus stop position that pre-dates the newer stop opposite the shops. Furthermore the stop outside No 62 is a significant factor in road blockages and represents a risk and danger being positioned so close to the junction with Sycamore Road as is the “build-out” opposite! There is a bus stop and yellow marked on road bus bay opposite the junction with Hanwell Close and with 10 metre of the junction with Sycamore Rd creating a one way only route and great difficulty for car turning in or out of the road junctions.

Officer Response – Officers have raised these concerns with the North Sheffield Project Team. They have agreed to consider these issues as a separate scheme to that already proposed, covering the length of High Street between Picking Lane and Greaves Lane. This work is underway and will of course be subject to funding being available for any measures that may be proposed, as well as the usual consultation and approval processes.

Issue – The proposed additional crossing point is illogical, unnecessary and a waste of resources! It will create more congestion a critical point, very close to an existing “build-out” adjacent to 66 High Street. The present crossing outside the Co-op is entirely sufficient for local needs! If constructed there would be 5 crossing point within 150 metres. The inset bus bays will give better visibility to allow easier crossing of the road at any point.

Officer Response – The crossing point will cause no congestion whatsoever. At this point the road will be 6.5m wide, which is plenty of room for two buses to pass at the same time. The build-out extends no further than the width of the parking bays, and the road is being widened on the other side, so this does not restrict the movement of two way traffic in any way. This is evidenced by the image below.



Issue – The loss of an additional parking spaces should be challenge this – people park outside No’s 64 & 66 on single yellow lines so clearly there is a need for more parking. The proposed “build-out” flies in the face of this need.

Officer Response – Officers have visited the location on numerous occasions, and have never observed more than 9 vehicles parked adjacent to the shops. Marking out the bays will formalise these 9 spaces despite the introduction of the crossing point, which provides an opportunity for bus passengers, and those parking at the northern end of Picking Lane, to take a more direct route to the shops. Approximately 16 kerbside spaces are available on Picking Lane and further 24 in the car park next to the Co-Op, giving an ample total of 45 spaces in the area.

Issue – Local shops need “local parking” in the immediate vicinity. The local businesses have and are still suffering as evidenced by the number of businesses closing on the parade and shops standing empty.

Officer Response – as stated above it is considered there is ample parking in the area.

Issue – There are 4 crossing point, including one Zebra and 3 “Build-outs” and speed bumps within 150 metre along the commercial part of the High Street. The build-outs and speed bumps have had no significant impact on speed reduction over the last 5-7 years. Most cars, vans, lorries and buses simply ‘career’ over the humps and through the “build-outs”. They have created a very dangerous and difficult traffic situation which is even greater at peak times.

Officer Response – As stated above, the North Sheffield project team has agreed to consider the issues between Picking Lane and Greaves Lane as a separate scheme.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 An EIA (reference 905) has been carried out for the Better Buses Area funded package of schemes. Overall there are no significant, positive or negative, differential equality impacts. However, it should prove positive for vulnerable road users such as the young, elderly and/or people with disabilities as it will increase accessibility in the shopping area. 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 improvement schemes, the benefits to public transport users will be amplified. No negative impacts have been identified.

4.2 Financial and Commercial Implications

4.2.1 The total cost of the revised scheme is estimated to be around £205,000 which includes for design, construction, supervision, contingency and commuted sum. It is to be funded from the Better Buses programme. Initial and Outline Business Cases, for the design stages, have been through the Great Places to Live (GP2L) Programme Board and Capital Programme Group (CPG). It is anticipated that a Final Business Case will be presented to the Thriving Neighbourhoods & Communities Board later in 2016. Full funding remains committed from the Sheffield Bus Partnership.

4.2.2 The 25-year commuted sum for ongoing maintenance costs is estimated to be neutral, which has been the pattern with most previous similar schemes. The actual sum (be it positive or negative) 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 sums for other bus-related schemes.

4.3 Legal Implications

4.3.1 *Traffic Regulation Order*: The Council has the power under the Road Traffic Regulation Act 1984 to make a traffic regulation order (TRO) where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. 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. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered. These requirements have been complied with. In making its decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe

movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

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

4.4 Other Implications

4.4.1 None

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 There are no other alternative options that address this particular issue. Doing nothing would not address the issues that regularly occur at the location. The design is, therefore, the preferred option.

6. **REASONS FOR RECOMMENDATIONS**

6.1 The revised scheme described in this report will contribute to improving journey times and reliability for bus services and other traffic 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 2016/17.