

## SHEFFIELD CITY COUNCIL

### INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 14 February 2018 by the Cabinet Member for Transport and Sustainability.

Date notified to all members: Wednesday 14 February 2018

The end of the call-in period is 4:00 pm on Tuesday 20 February 2018

Unless called-in, the decision can be implemented from Wednesday 21 February 2018

1. **TITLE**

Bus Hotspot Scheme on Granville Road

2. **DECISION TAKEN**

(i) That the scheme be implemented as shown in the plan in Appendix A of the report; and

(ii) waiting restrictions be advertised at the junction of Granville Road with Castle Croft Drive to protect the movement of vehicles.

3. **Reasons For Decision**

The scheme will reduce delay and improve journey time variability for general traffic, including buses. Schemes which improve bus reliability, particularly where there are high numbers of buses and high numbers of passengers, improve the reliability of access to jobs, education, training and all other facilities.

4. **Alternatives Considered And Rejected**

Three other options were considered:

Do nothing option: which would obviously not improve the existing situation.

Waiting restrictions on the School side of the road: this is an area where there is strong demand for the parking available and it is expected that any proposed waiting restrictions would be strongly opposed. There have been requests, for several years, for a controlled parking scheme in this area. There is high demand for parking here with users accessing the city centre generally, including via Supertram, as well as the College, schools, railway station, and also the Sheffield United ground on match-days. Because of this strong demand, waiting restrictions have not been proposed.

2-wheel up parking on the School side of the road, with chamfered kerbs and a strengthened footway: this would have involved a similar cost except that it would have negated the need for a Statutory Utility diversion and so would have been cheaper overall. However, formalizing current parking in this way raised concerns

about pedestrian safety as there would be less delineation between the carriageway and footway so the conclusion was that widening was the preferred option.

5. **Any Interest Declared or Dispensation Granted**

None

6. **Respective Director Responsible for Implementation**

Executive Director, Place

7. **Relevant Scrutiny Committee If Decision Called In**

Economic and Environmental Wellbeing Scrutiny Committee