



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 14th November 2013

Subject: Bus Hotspots Programme: proposals for Bocking Lane, Reney Road and Reney Avenue at Greenhill

Author of Report: Cate Jockel

Summary: This report seeks approval to implement these proposals as part of the Sheffield Bus Hotspots programme.

Reasons for Recommendations:

There is significant benefit to be gained from the scheme, which strikes a good balance between the various demands on the local highway from high frequency bus services and passengers; local traffic; parking demand and pedestrian accessibility. It fits with the aim of the Hotspots programme to make bus journeys quicker and more reliable through infrastructure and other improvements at key locations.

Recommendations:

To overrule unresolved objections to the Traffic Regulation Order and implement the revised scheme. Write to any remaining objectors and inform them of this decision.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by Matt 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
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
South - Beauchief & Greenhill
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?
NO
Press release
NO

REPORT FOR INDIVIDUAL CABINET MEMBER DECISION

14 NOVEMBER 2013

BUS HOTSPOTS PROGRAMME: PROPOSALS FOR BOCKING LANE, RENEY ROAD AND RENEY AVENUE AT GREENHILL

1. SUMMARY

1.1 This report seeks approval to implement these proposals as part of the Sheffield Bus Hotspots programme.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The scheme is designed to improve journey time and journey time reliability, as well as the bus stopping arrangements, for all those who use services 87 and 76. These are both high frequency services, operating every 10 minutes, with the 87 running along Bocking Lane (in two directions) and Reney Road (in one direction) and the 76 running along Bocking Lane, Reney Road and Reney Avenue (in both directions).

3. OUTCOME AND SUSTAINABILITY

3.1 The project contributes towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':

- 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 Each District in South Yorkshire (Sheffield, Rotherham, Barnsley and Doncaster) has its own Bus Hotspots programme, developed in partnership with South Yorkshire Passenger Transport Executive (SYPTTE) and local bus operators. The purpose of each Hotspots programme is to develop schemes and initiatives to improve bus reliability. There are numerous locations where buses are held up, for a variety of reasons, and it is hoped that by addressing these 'hotspots', bus journey times will improve and make bus travel more attractive to local people.

4.2 Bus operators are required by statute to deliver reliable services. Punctuality Improvement Partnerships bring together those working to deliver this. The Bus Hotspots programmes in the South Yorkshire Districts tie into these.

4.3 The Sheffield Bus Hotspots List was completely renewed in 2012 as part of the launch of the Sheffield Bus Partnership and also to align locations on the List with the Streets Ahead maintenance programme. Preliminary work is now complete on a number of proposals and these are now being progressed to consultation, approval and build. The Bus Partnership has generated significant levels of funding from a number of sources, namely the South Yorkshire Local Transport Plan; the Local Sustainable Transport Fund; and the “Better Buses” Fund.

Bocking Lane, Reney Road and Reney Avenue at Greenhill

4.4 Bocking Road, Reney Road and Reney Avenue at Greenhill were all listed on the Sheffield Bus Hotspots List because it is difficult for buses to access the bus stops due to parked vehicles and this is causing considerable local congestion. Each of these roads was in a different Streets Ahead Zone, with Reney Road being in Zone A05 (Year 1); Bocking Lane in Zone A18 (Year 3) and Reney Avenue in Zone B58 (Year 3). However, because these roads are adjacent to each other, the Bus Partnership agreed to progress one set of proposals in the same timescale, to fit with the Streets Ahead Year 1 programme. The location of these streets is shown in a plan included as Appendix A.

4.5 The Bocking Lane proposals are shown in Appendix B. The Reney Road proposals are shown in Appendix C. The Reney Avenue/Reney Drive proposals are shown in Appendix D.

Bocking Lane

4.6 At the north-bound bus stop on Bocking Lane, near its junction with Allenby Drive, buses frequently have difficulty pulling into the stop, due to parked cars in front of the shops. This makes it difficult for passengers to board the bus and also means that the bus can block the road, causing delays to other traffic.

4.7 This issue could be addressed by altering the parking bay outside the shops, so that vehicles park parallel to the kerb. However, this would reduce the number of parking spaces and so has not been progressed. Instead, the proposal is to build out the kerb at the existing stop, so that buses can pull straight alongside the stop, and widen the carriageway on the eastern side to ensure a suitable road width is maintained. The latter requires moving the bus stop on the eastern side. This increases the distance between the opposing bus stops so should help reduce local congestion.

4.8 This scheme will have minimal effect on parking whilst increasing safety and reducing bus and other vehicle journey times. It also provides the opportunity to

provide a pedestrian island on the Bocking Lane arm of the roundabout: improving pedestrian crossing facilities here has been requested many times over the years.

Reney Road, Reney Avenue and Reney Drive

4.9 The section of most concern here is Reney Avenue, especially near the doctor's surgery. Due to inconsiderate parking at this busy location, buses are being severely delayed, as is other traffic. There is considerable conflict between parked vehicles, motorists trying to park, moving through traffic, and buses accessing the bus stop. These manoeuvres and conflicts have created significant concerns.

4.10 The proposal is to introduce double yellow lines (i.e. no parking at any time) along sections of Reney Avenue, especially at the junctions and near to the surgery, as well as standard bus stop clearways. This will provide passing places for buses while also making it easier for residents on the side streets to pull out onto Reney Avenue. Near to the surgery, a loading ban is also proposed, which will prevent any loading/unloading from taking place. This also prevents blue badge holders from parking on the double yellow lines. To offset the loss of on-street parking on Reney Avenue, two small new parking areas will be built on Reney Road (nature of surface to be decided as part of detailed design).

4.11 The proposals include moving three bus stops on Reney Road, Reney Avenue and Reney Drive. These bus stops are all currently located too close after a junction where the bus turns, meaning that the bus cannot draw up to the stop in the proper alignment. This causes problems for passengers and for other traffic.

4.12 The Traffic Regulation Order (TRO) for this scheme was advertised in July this year. Local consultation was also carried out, with letters and plans delivered to Local Councillors, local residents, the emergency services and the usual standard consultees, as well as made available through Greenhill Library.

4.13 Fifteen responses were received: two are objections to the TRO relating to sections of the double yellow lines proposed for Reney Avenue; two are opposed to the bus stop clearways on Reney Avenue. The other issues raised mainly concern Bocking Lane. Appendix E (a) sets out the issues raised and officers' responses.

4.14 Following on from that, some changes have been made to the proposals to take on board the comments received. These (a) remove two lengths of double yellow lines on Reney Avenue and (b) amend the location of the bus stop on Reney Drive. Plans of the revised scheme for Reney Avenue are shown in Appendix F and Appendix G. Plans of the revised Reney Drive proposals are shown in Appendix H.

4.15 Officers have written back to all respondents to inform them of these changes. Respondents were asked to review these and contact officers again with any comments. Appendix E (b) sets out these further comments and officers' responses.

4.16 The scheme is provisionally scheduled to be on site in January 2014. The scheme was developed to tie in with Core Works. These were then brought forward into 2013. However, following discussion with Amey, it has been agreed that this scheme can be constructed in 2013/14 as provisionally scheduled.

Summary

4.17 In summary, the scheme will reduce delay and improve reliability for buses, reduce local congestion, improve ease of getting on/off buses and introduce a pedestrian crossing facility at Bocking Lane. The only significant reduction in availability of highway for on-street parking is on Reney Avenue - which is where it causes significant problems (adjacent to the surgery and church: see paragraph 4.9). However, there is sufficient space further along Reney Avenue and, in addition, there will be two small new parking areas on Reney Road.

Relevant Implications

Financial

4.18 The budget estimate for scheme costs is about £145,000 including design work and a contingency fund. This estimate does not include a commuted sum estimate or statutory undertaker (SU) costs. Much of the scheme, however, is signs and lines only, so no SU costs will be involved in those elements. If SU costs are significant for some of the other elements, it is possible that the design may need to be revised.

4.19 As described in paragraph 4.3 above, there is funding from three sources for Bus Hotspots in 2013/14. This scheme would be funded from the South Yorkshire Local Transport Plan element of this. On completion of the works, the scheme will be accrued into the Streets Ahead contract for future maintenance. The maintenance cost will be covered by a commuted sum funded from within the current South Yorkshire Local Transport Plan programme.

Equalities

4.20 An Equalities Impact Assessment has been conducted and is attached as Appendix I. It concludes that this proposal is fundamentally positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. It should prove particularly positive for the elderly, disabled and carers. The project aims to improve the reliability of the bus service and make it easier to use for anyone with mobility difficulties including wheelchair users, people with pushchairs and people with visual impairments. It also provides a new pedestrian crossing facility and parking areas. No negative equality impacts have been identified.

Legal

4.21 The Council has the power to make a Traffic Regulation Order (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, alongside the local consultation. The Council should consider and respond to any public objections received. In making decisions of this nature, the Council 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 Council is so satisfied, it is acting lawfully and within its powers.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Other options considered included (1) the originally advertised proposal of more waiting restrictions on Reney Avenue - which would have further improved traffic flow; and (2) not providing parking areas on Reney Road – which would have reduced scheme costs; as well as (3) the 'do nothing' alternative.

6. REASONS FOR RECOMMENDATIONS

6.1 There is significant benefit to be gained from the scheme, which strikes a good balance between the various demands on the local highway from high frequency bus services and passengers; local traffic; parking demand and pedestrian accessibility. It fits with the aim of the Hotspots programme to make bus journeys quicker and more reliable through infrastructure and other improvements at key locations. Officers have responded to residents' concerns and objections about loss of parking.

7. RECOMMENDATIONS

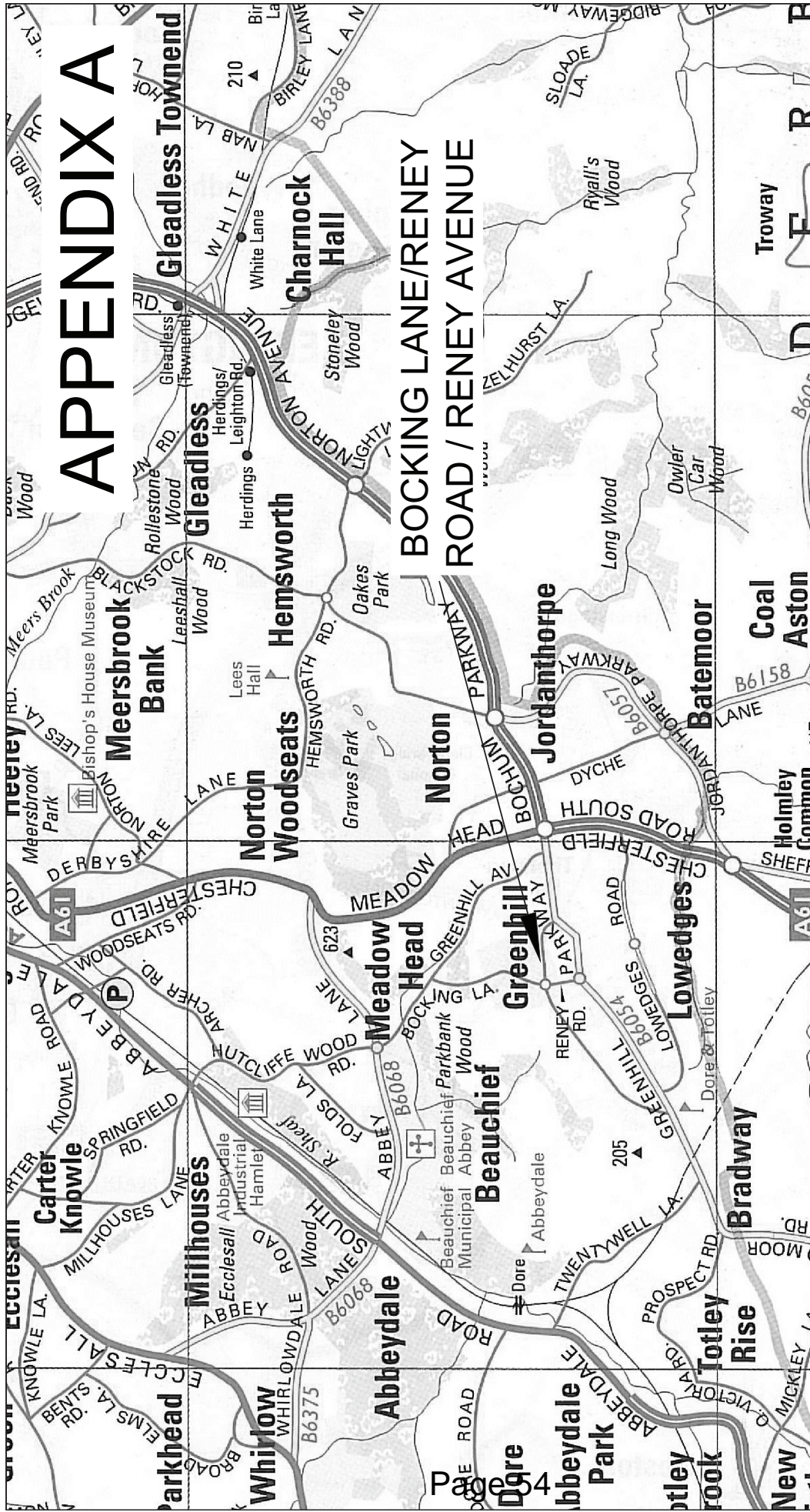
7.1 Overrule unresolved objections to the Traffic Regulation Order and implement the revised scheme.

7.2 Write to any remaining objectors and other respondents to inform them of this decision.

Simon Green
Executive Director, Place

14 November 2013

APPENDIX A

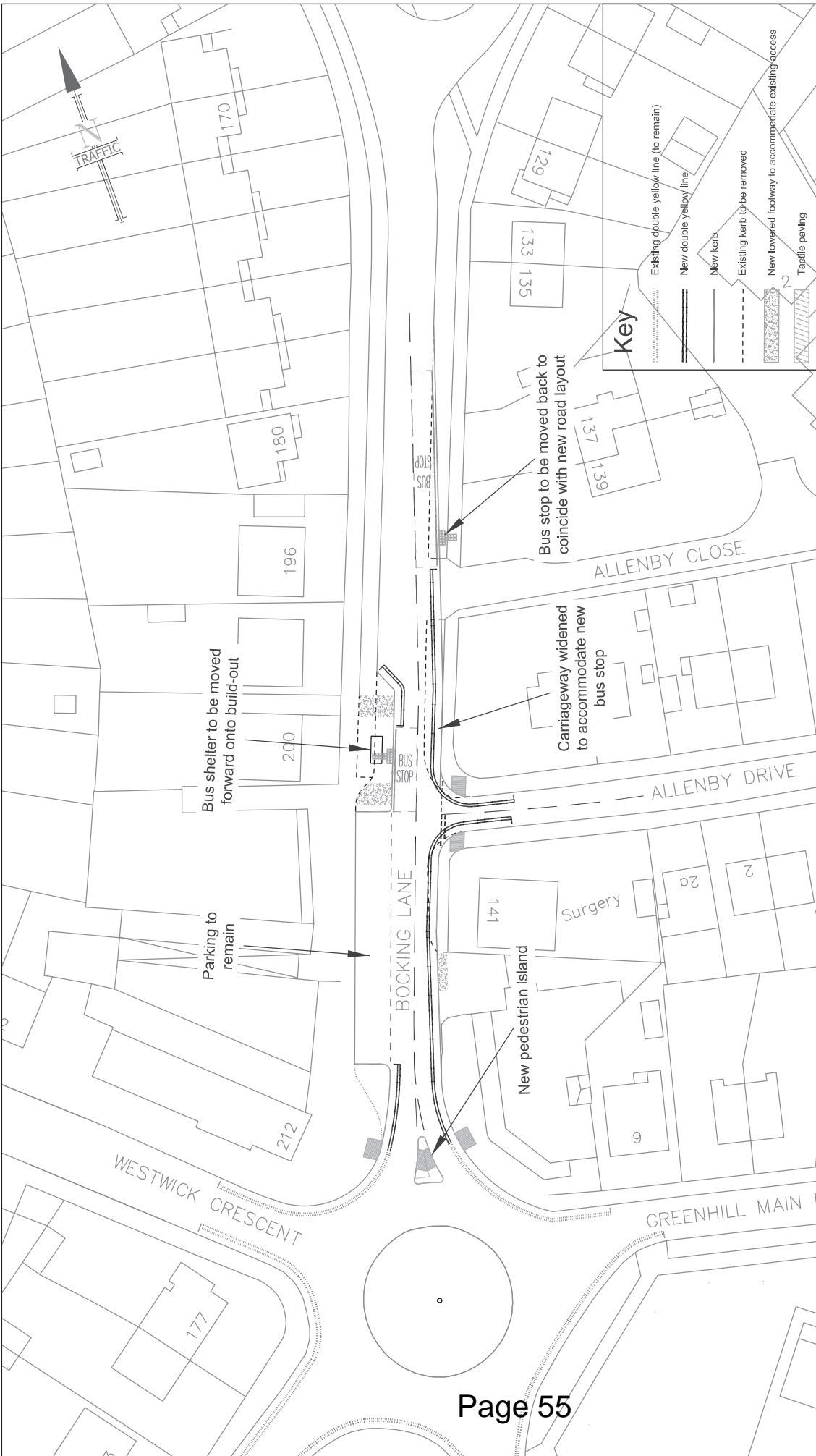


DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DB Tel. 0114-273-6182 Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L.Sturch M.B.T.P.I. Development Services	Client SHEFFIELD CITY COUNCIL	Drawing No. TM / BN962 / P1	Scale NOT TO SCALE A4	Date OCT 2013
DRAWN JWB OCT 2013	CHECKED	Drawing Title Bocking Lane/Renney Road/Renney Ave Location Plan		
A Service Area of Place Sheffield City Council				

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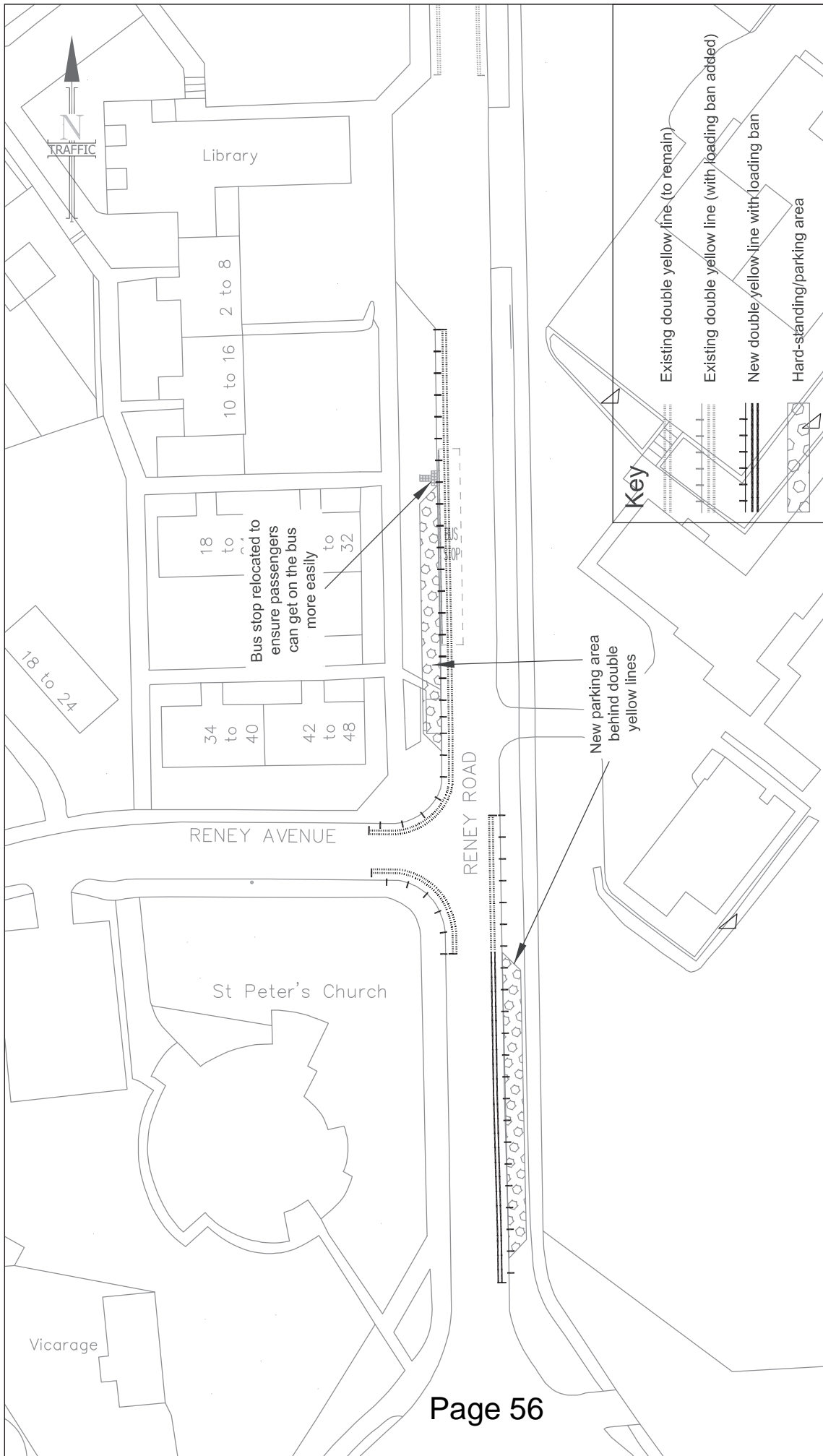


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AUTHOR **James Haigh**
 Jul 13
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<p>James Haigh Jul 13</p>		<p>Bocking Ln, Reney Rd/Ave bus time improvement Scheme Design Drawing</p>		<p>1/500</p>		<p>Jul 13</p>		<p>SCHEME DESIGN</p>	
<p>CAD FILE NAME: G:\DEL\SD&PIENG_TRAFFIC\TM\Scheme Design\BN962 - Hotspots\Bocking Lane\SD-BN962-Boc-P01.3 Bocking Lane plan (Report version).dwg</p>									

Appendix E - Contents

Appendix E (a) Responses to TRO Advertisement and Local Consultation: July 2013

Appendix E (b) Responses to Revised Proposals: October 2013

Appendix E (a) Responses to TRO Advertisement and Local Consultation: July 2013

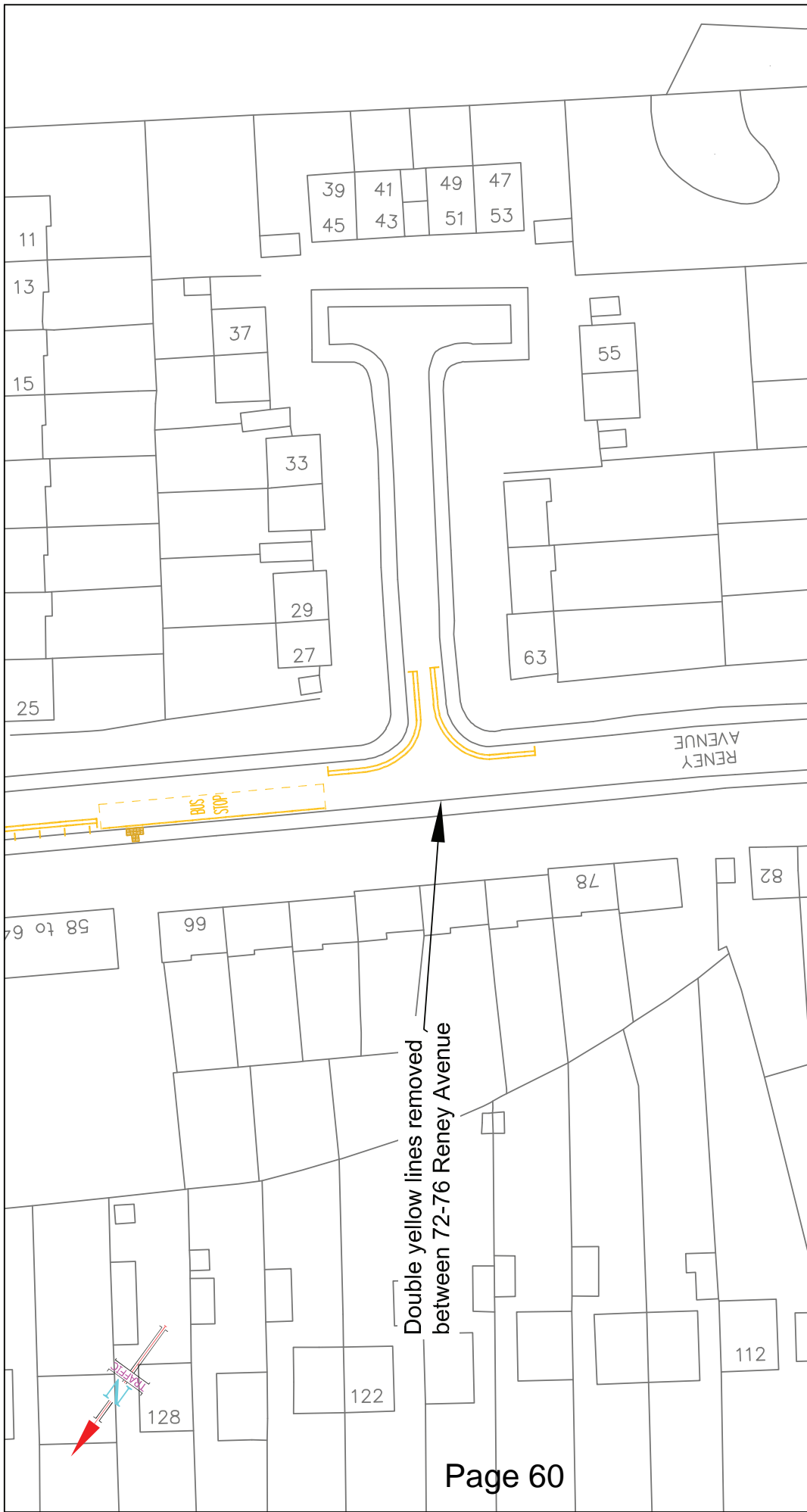
Comment Number	Summary of Comments	Officer Response
1	Bocking Lane: additional parking restrictions are needed in front of nos.180, 196, & 198, adjacent to the shops.	The scheme has been carefully designed to ensure the scheme objectives are achieved: further waiting restrictions are not considered necessary to achieve those.
2	Bocking Lane: I don't want to see the removal of a section of grass verge on Bocking Lane.	The bus stop is being built out to ensure that buses can access the stop clearly. To maintain a suitable carriageway width, it is necessary to remove this area of grass verge. The alternative to this involves reducing or removing parking outside the shops, something that has in the past been proposed and not welcomed.
3	Bocking Lane: the kerb realignment on Bocking Lane will reduce visibility for motorists exiting Allenby Close and Allenby Drive.	This has been assessed. A driver exiting either the Close or Drive will be able to see clearly to the roundabout to the left and at least as far as Meadow Head Avenue to the right. The proposal has been assessed by our Road Safety Team who did not have any adverse comments about the visibility issues.
4	Bocking Lane: there will be a loss of parking outside the shops on Bocking Lane due to the build-out.	The pavement is being extended slightly to ensure that the tactile paving can be correctly aligned and pedestrians have the shortest distance to cross. There is no loss of parking capacity: at present, drivers tend not to make best use of the parking area, leaving excessive gaps between vehicles. By marking out individual bays, we will maintain the current capacity and make it easier for vehicles to manoeuvre in and out of the spaces.
5	Bocking Lane: the bus stop on the eastern side of Bocking Lane should be moved closer to the shops, rather than slightly further	Loading and unloading to the shops takes place in the location suggested. Provision of a bus stop there would remove these loading opportunities. It would also restrict shoppers' ability to manoeuvre in and out of the parking


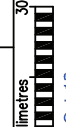
	away.	spaces.
6	Bocking Lane : the scheme will cause problems for delivery lorries to Spar.	The proposed layout increases the area which a vehicle has to manoeuvre in, without encountering a physical obstruction, and without encroaching on to the footway on the opposite side.
7	Reney Avenue: I am concerned at the loss of parking near my property.	Officers have sought to minimise the loss of parking caused by the waiting restrictions by including two new parking areas on Reney Road, close to the medical centre on Reney Avenue. Further down Reney Avenue, in response to residents' concerns, two sections of double yellow lines have been removed from the scheme in response to these concerns.
8	Reney Road: concern about how the new parking areas will impact on trees.	This is being investigated to minimise the impact.
9	Reney Avenue/Road: the bus stop clearway removes parking close to my house / I don't want to see the bus stop relocated.	Bus stop clearways are introduced to keep the approach to the stop clear from parked vehicles. This ensures that buses can safely pull up to the kerb and that wheelchair users, people with pushchairs and all those with mobility issues, as well as people with visual impairments, can easily board the bus. Some bus stops are being relocated (to greater and lesser extents) as, in their current position, a bus is not able to align properly with the kerb at the stop.

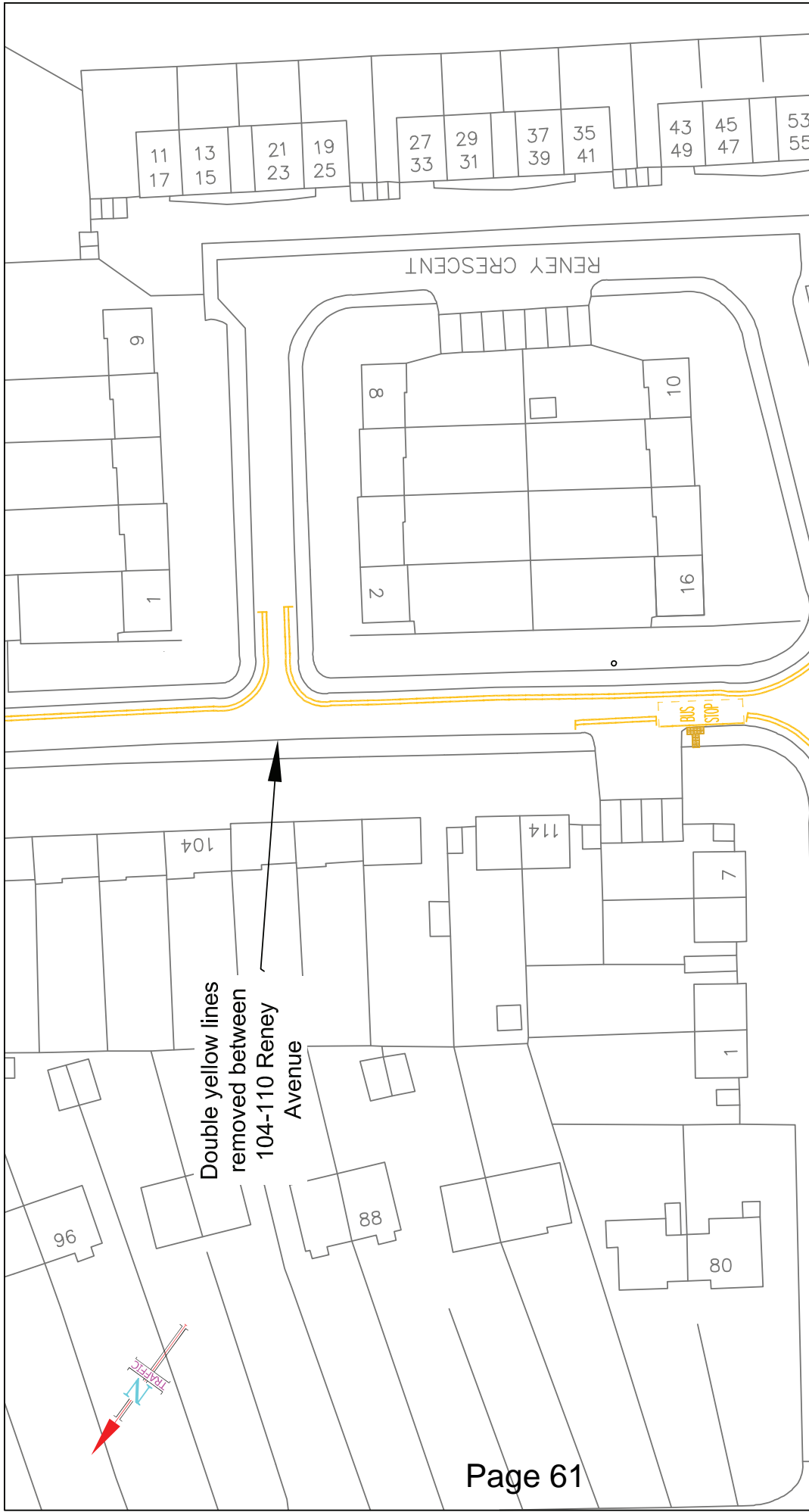
Appendix E (b) Responses to Revised Proposals: October 2013

Comment Number	Summary of Comments	Officer Response
1 (see issue no.9 above)	Reney Avenue: residents at no.66 and 70 are unhappy with the bus stop clearway that would go in front of those houses. The resident at no.66 is a 97 year old who is visually-impaired and a wheelchair user, with frequent visits from family/carers. Both residents would like the kerb lowered so that they could park off-road (as at no.68).	Sheffield residents usually apply and pay for lowered kerbs such as these. However, in this location, it is these residents who will be most impacted by the new waiting and loading restrictions around the surgery. So the scheme will include lowered kerbs for these two properties. (This may require slight redesign of the bus stop outside no.66 to position the raised kerbs for the bus stop in relation to this lowered kerb).

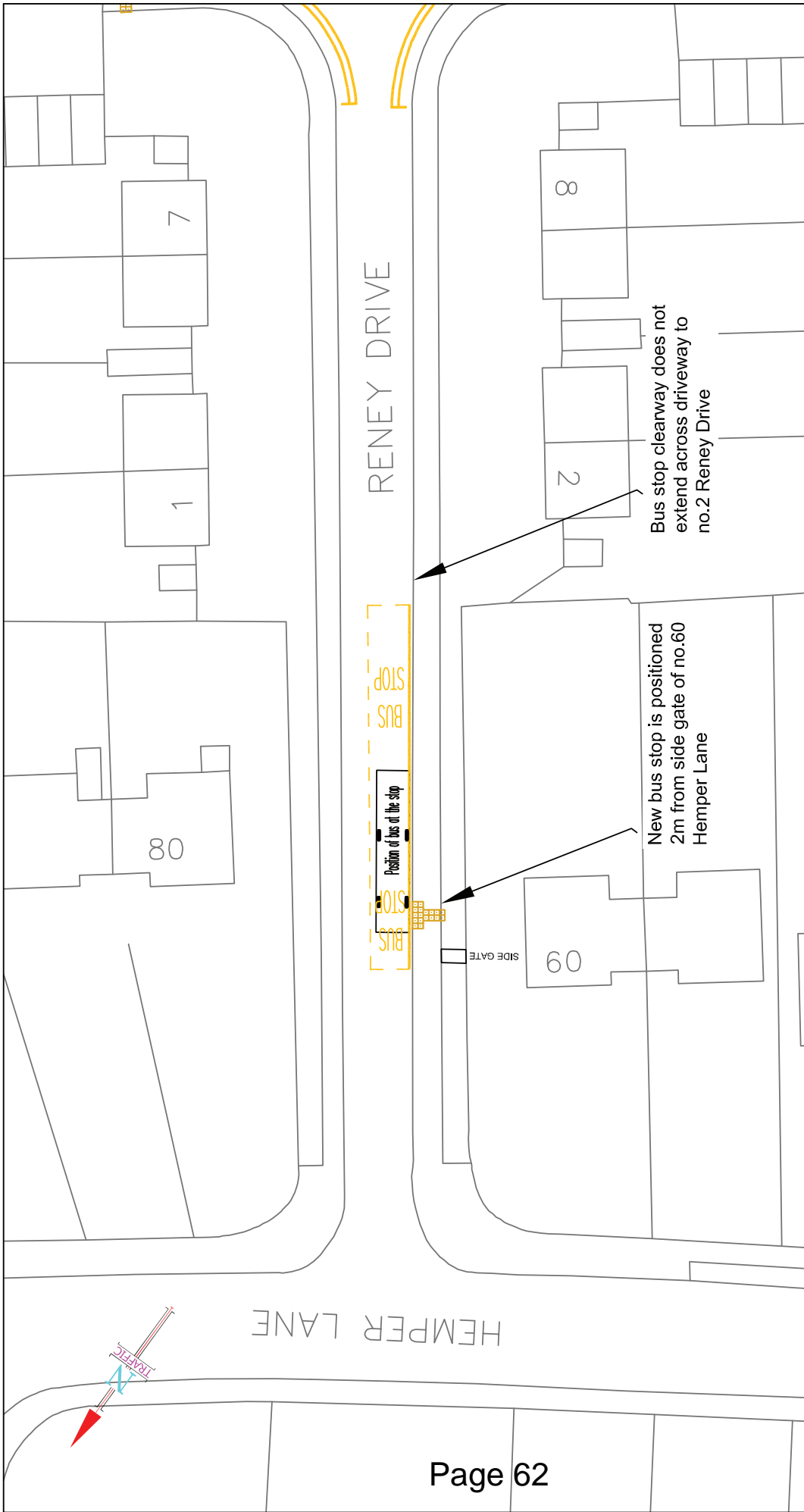
2 (see issue no.3 above)	Bocking Lane: one resident of Allenby Close remains concerned about visibility to the left when turning into Bocking Lane.	See the response to issue no.3 above.
3 (new issue)	Reney Drive bus stop: one resident of Reney Drive is annoyed that the bus stop has already been moved and is outside her house.	Since the consultation in July, SYPTE has moved this bus stop – to a different location from the one proposed. The bus stop will be moved to the proposed location when the scheme is implemented.
4 (see issue no.8 above)	Trees on Reney Road: concern about how the new parking areas will impact on trees remains.	It is intended that the detailed design will minimise the impact on trees of the new parking areas such that only one tree is affected. (There is a balance between impact on trees and the number of spaces that can be provided).



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		Date Oct 13	
SHEFFIELD CITY COUNCIL		Client	
Bus Hotspots Appendix F		Scheme	
Reney Avenue - No's 72-76 Revised Scheme		Drawing Title	
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Bus Hotspots Appendix G		Scheme	
Reney Avenue - No's 104-110 Revised Scheme		Drawing Title	
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Bus Hotspots Appendix H

Reney Drive Relocation of Bus Stop

Client

Scheme

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Development Services

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Sheffield City Council

Sheffield City Council Equality Impact Assessment



[Guidance for completing this form is available on the intranet](#)

Help is also available by selecting the grey area and pressing the F1 key

Name of policy/project/decision: Bus Hotspots Programme: Bocking Lane, Reney Road and Reney Avenue at Greenhill

Status of policy/project/decision: New

Name of person(s) writing EIA: Cate Jockel

Date: 14.10.13

Service: Regeneration and Development Services

Portfolio: Place

What are the brief aims of the policy/project/decision? To tackle bus journey times and reliability through a Bus Hotspots Programme in partnership with SYPTTE and the local bus operators, as part of the Sheffield Bus Partnership.

Are there any potential Council staffing implications, include workforce diversity? No

Under the [Public Sector Equality Duty](#), we have to pay due regard to: “Eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations.” [More information is available on the council website](#)

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Positive	Medium	The elderly will benefit from accessibility improvements in particular and also because they tend to have lower car ownership/use than the general population. They will also benefit from the proposed pedestrian island on Bocking lane which will improve safety for the elderly and young.
Disability	Positive	High	All bus stops will be improved to provide level boarding and tactiles, as well as a bus stop clearway, so that the bus can pull right in to the kerb. Blue badge holders may be impacted by parking restrictions on some roads but this is more than mitigated by the proposal for 2 new parking areas on the roads concerned, ensuring parking for the Drs surgery is still possible.
Pregnancy/maternity	Positive	Medium	See disability.
Race	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Religion/belief	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Sex	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Sexual orientation	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.

Areas of possible impact	Impact	Impact level	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Transgender	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Carers	Positive	High	See disability.
Voluntary, community & faith sector	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Financial inclusion, poverty, social justice:	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Cohesion:	Positive	Low	The bus service will be more accessible and more reliable and traffic flow will be better for everyone.
Other/additional:	-Select-	-Select-	

Overall summary of possible impact (to be used on EMT, cabinet reports etc):

Fundamentally this proposal is positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. It should prove particularly positive for the elderly, disabled and carers. The project aims to improve the reliability of the bus service and make it easier to use for anyone with mobility difficulties including wheelchair users, people with pushchairs and people with visual impairments. It also provides a new pedestrian crossing facility and parking areas. No negative equality impacts have been identified.

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

Review date: 17/10/13 **Q Tier Ref** BU94445 **Reference number:** /

Entered on Qtier: Yes **Action plan needed:** -Select-

Approved (Lead Manager): Cate Jockel **Date:** 14/10/13

Approved (EIA Lead person for Portfolio): Ian Oldershaw **Date:** 17/10/13

Does the proposal/ decision impact on or relate to specialist provision: no

Risk rating: Low

Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
-Select-		
-Select-		
-Select-		
-Select-		
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-Select-		

Approved (Lead Manager): **Date:**

Approved (EIA Lead Officer for Portfolio): **Date:**

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