



## Executive Director/Director Non-Key Executive Decision Report

**Author/Lead Officer of Report:** Cate Jockel,  
Senior Transport Planner  
**Tel:** 2734192

**Report to:** Tom Finnegan-Smith, Head of Strategic Transport & Infrastructure  
**Date of Decision:** 02.03.17  
**Subject:** Birley Spa Lane Bus Stop 21744

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 type="checkbox"/> No <input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>	
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

**Purpose of Report:**  
To approve implementation of a small highway scheme to improve bus stop 21744 on Birley Spa Lane at its existing location.

**Recommendations:**  
That the scheme to improve bus stop 21744 be implemented.

**Background Papers:** none

Lead Officer to complete:-							
1	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 45%; padding: 5px;">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.</td> <td style="padding: 5px;">Finance: Julie Currey - 21/02/17</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">Legal: Richard Cannon – 28/02/17</td> </tr> <tr> <td style="padding: 5px;"></td> <td style="padding: 5px;">Equalities: Annemarie Johnston - 21/02/17</td> </tr> </table>	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 - 21/02/17		Legal: Richard Cannon – 28/02/17		Equalities: Annemarie Johnston - 21/02/17
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	Equalities: Annemarie Johnston - 21/02/17						
<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	<b>Lead Officer Name:</b> Cate Jockel	<b>Job Title:</b> Senior Transport Planner
	<b>Date: 01/03/17</b>	

## 1. PROPOSAL

- 1.1 The Mosborough Key Bus Route (MKBR) project was funded through SYPTTE's Better Bus Area Fund and was largely completed in 2012/13 and 2013/14. This included improving 109 stops out of 113 along the MKBR to the agreed standard. The remaining 4 stops were outstanding as a result of topography/levels making them expensive to improve. It was, however, intended that these would be completed when funding was available. SYPTTE provided funding for 2 of the 4 outstanding stops in 15/16 and has now provided funding for the remaining 2 stops as part of the Bus Hotspots programme. These 2 stops (21717 (top) and 21744 (bottom) are shown on the attached photos.

This Report relates to one of the 2 stops (21744) which is ready to build. Both stops are designed and priced: however, there is an outstanding consultation issue on the other stop (bus stop 21717) which SYPTTE and SCC are working to resolve.

The MKBR is served by one of the most frequent bus routes in Sheffield, the 120, which runs every 5 minutes between the Hallamshire Hospital and Crystal Peaks, and every 10 min beyond those locations to Halfway and Fulwood. The works are to provide accessible bus stops - improving access for wheelchair users, those with mobility difficulties or for parents/ guardians with pushchairs. The schemes will ensure that buses can pull in close to and parallel with the kerbside, with kerb height and footway will be raised to ensure step free access.

## 2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The objection of improving accessibility, travel choice and social inclusion along this Key Bus Route would be achieved, providing better access to jobs, education, training, local services etc.

## 3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 SYPTTE has carried out consultation for all the MKBR schemes including these 2 bus stops. In relation to Bus Stop 21744, there are no residents or businesses directly affected (no frontages) and the stop is being improved in situ. Local Councillors have been informed and Councillor McGowan has responded to SYPTTE with support. She had previously been in contact with SYPTTE as residents of a local Sheltered Housing scheme had complained of dangers with the existing step arrangement.

## 4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

This is a small scheme with minimal risk and implications.

### 4.1 Equality of Opportunity Implications

- 4.1.1 Completion of an Equalities Impact Assessment has not been required. However it has been identified that by implementing the agreed bus stop design standard,

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there will be a positive impact for everyone, but in particular wheelchair users, those with mobility difficulties or for parents/ guardians with pushchairs.

#### 4.2 Financial and Commercial Implications

4.2.1 Capital: this scheme is funded by Better Bus Area (BBA) funding from the Department of Transport to SYPTE. The build cost for this stop is £19,116.37.

Revenue: the commuted sum is estimated at £2,000 based on previous experience of bus stop improvements. BBA will not fund commuted sums: however LTP funding can (there is some available on this Business Unit) and it is also possible to use existing commuted sum credits and camera enforcement income on this scheme.

The costs and funding for both bus stops (Gateway 2) was approved by the Thriving Neighbourhoods & Communities (TNC) Board on 6/12/16 and by the Capital Programme Group on 22/12/16. The final business case will be presented to the TNC Transport Sub-Board on 09/03/17.

#### 4.3 Legal Implications

4.3.1 The City 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 of significance.

### **5. ALTERNATIVE OPTIONS CONSIDERED**

5.1 The 'do nothing' would not improve this stop to the KBR standard for accessibility.

### **6. REASONS FOR RECOMMENDATIONS**

6.1 The scheme will improve bus stop 21744 to the accessible bus stop standard which has been implemented so far at 111 of 113 stops along this KBR.