



Author/Lead Officer of Report: Andy Godson,
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Report of: Executive Director, Place
Report to: Individual Cabinet Member Decision
Date of Decision: 18 January 2018
Subject: Barnsley Road (Kinnaird Ave to Lane Top)

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? Place 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 (2 nd June 2016)		
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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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 report seeks a decision to progress the construction of the scheme.

Recommendations:

It is recommended that:

- Approval be given to proceed with the amended scheme as shown in the plans in Appendix B and D
- That the associated TROs are made.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Appendix A - Initial consultation letter sent to residents in September 2016.

Appendix B – Original Scheme Plan

Appendix C – Summary of respondents comments

Appendix D – Amended scheme plan (for the approved scheme being implemented by the North Sheffield Key bus Route programme).

Appendix E – further consultation letter sent to residents in January 2017

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: Gaynor Saxton
	Legal: Richard Cannon
	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: Edward Highfield
3	Cabinet Member consulted: Cllr Jack Scott Agreed 12 th December 2017
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: Andy Godson
	Job Title: Senior Engineer
Date: 28th October 2017	

1.0	PROPOSAL
1.1	<p>This proposal is part of the North Sheffield Better Buses project which is comprised of 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.</p> <p>This scheme lies on Barnsley Road, on the inbound approach to Lane Top (Hatfield House Lane). At busy times, queueing traffic and parked cars mean buses are often taking more than 4 minutes to travel the 600 metres between Hartley Brook Road and Lane Top. The journey time should be about 2 minutes yet sometimes can take 5 to 10 minutes. A scheme has therefore been developed to address this and help buses to run on time. It will also have benefits for other traffic.</p> <p>The scheme proposed, created discrete parking areas in the verge on both sides of Barnsley Road. Double yellow lines would prevent all on carriageway parking where off road parking was to be provided. This would allow the uphill carriageway to be marked out as two lanes rather than the current wide single lane. Buses would use this nearside lane, identified as a left turn lane, to bypass the city bound queue. Buses would then pull into the offside, queuing lane close to the Lane Top traffic signals, as they do now. The nearside lane would be available to all traffic and would benefit those vehicles wishing to access Hatfield House Lane.</p> <p>Consultation Notices detailing the new proposals were erected on-street and posted through local frontages on 2 September 2016 (approximately 60 letters). The notices invited people wishing to object to or otherwise comment on the proposals to submit their comments by 23 September 2016.</p> <p>12 public comments were received that related to the proposals:-</p> <p>10 of those objecting were residents whose properties are situated within the area of Barnsley Road which has subsequently deleted from the amended plan and the majority of their concerns have been resolved as a consequence of the changes.</p> <p>A further respondent has asked for additional parking restrictions on Homestead Road at its junction with Barnsley Road which are being looked at as part of this scheme and a HGV ban on Homestead Road which is beyond the scope of this scheme.</p> <p>An additional letter was received from the owner of the Café at 840a Barnsley Road requesting that the works are carried out with the minimum of disruption to their business and to maintain as much parking for potential customers during the period of construction.</p> <p>None of the statutory consultees commented on the proposals.</p>

	<p>The consultation letter and plan are contained in appendices A and B and the consultation responses are collated in appendix C</p> <p>As a result of the consultation and responses received, the scheme was amended to take as many of those comments into account whilst still providing a significant improvement to journey times for all vehicles. The amended scheme retained the basic form of the scheme, but removed the outbound hardened verge and parking restriction (Nos. 881 – 905) and similarly shortened the city bound measures (Kinnaird Road – No. 852).</p> <p>Observations of the queuing, over number of visits in the morning peak period, indicated that the length of restriction could be reduced considerably before it would impact seriously on the journey time improvement.</p> <p>A further letter, together with an amended layout plan (appendices D and E), were sent to all the affected residents in January 2017 to inform them of the changes to the proposed layout, resulting from the responses received. As a result of the second letter a single response was received from a resident on Homestead Road requesting additional parking restrictions on that road. As Homestead Road is beyond the scope of the scheme this request was added to the list of requests on the City Councils master list and the respondent informed accordingly.</p>
2.0	<p>HOW DOES THIS DECISION CONTRIBUTE?</p> <p>The proposal seeks to support the neighbourhood by improving the reliability and punctuality of the public transport, used by many people. It seeks to maintain local parking adjacent to residential properties and a Doctors surgery.</p>
3.0	<p>HAS THERE BEEN ANY CONSULTATION?</p>
3.1	<p>See above for consultation details.</p>
4.0	<p>RISK ANALYSIS AND IMPLICATIONS OF THE DECISION</p>
4.1	<p><u>Equality of Opportunity Implications</u></p>
4.1.1	<p>“Overall there are no significant, positive or negative, differential equality impacts. 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. Together with other bus improvement schemes, the benefits to public transport users will be amplified. No negative impacts have been identified”.</p>
5.2	<p><u>Financial and Commercial Implications</u></p>
5.2.1	<p>£184,000 has been allowed to implement the scheme from the Better Buses programme.</p>

5.2.2	
5.2.3	The commuted sum to cover future maintenance is estimated at £6K. It is claimed from the LTP and then held in the revenue contribution account BU22183. It is paid to Amey at the end of the financial year to cover related maintenance expenditure over the next 25 years. However should any other implications arise, appropriate consultation and advice will be sought on the issues as required.
5.3	<u>Legal Implications</u>
5.3.1	The City Council, as Highway Authority for Sheffield, has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 to implement the improvements requested in this report. In exercising its functions under the Road Traffic Regulation Act (including provision of pedestrian crossings and waiting restriction), the Council is required under the Section 122 of the Act to (a) secure the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.
5.3.2	The matters to be considered before reaching any decision are:
	i) the desirability of securing and maintaining reasonable access to premises;
	ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
	iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
	iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
	v) any other matters appearing to the Council to be relevant.
5.3.3	If the Council is satisfied that the benefits of implementing the proposal outweigh any concerns, it will be acting lawfully and within its powers should it decide to implement the proposal.
5.4	<u>Other Implications</u>
5.5	N/A
6.0	ALTERNATIVE OPTIONS CONSIDERED
6.1	The alternative options, including an amended 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.
7.0	REASONS FOR RECOMMENDATIONS
7.1	<p>The scheme described in this report will contribute to improving journey times and reliability for bus services along this route.</p> <p>The scheme is being designed and detailed with funding available to allow the scheme to be built in 2017/18.</p>