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Report of: Executive Director PLACE
Report to: Individual Cabinet Member Session
Date of Decision: *tbc*
Subject: Bus Hotspots scheme on Granville Road

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 checked="" type="checkbox"/>
- Affects 2 or more Wards		<input checked="" type="checkbox"/>
Which Cabinet Member Portfolio does this relate to? - Transport and Sustainability		
Which Scrutiny and Policy Development Committee does this relate to? - Economic and Environmental Wellbeing Scrutiny and Policy Development Committee		
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? - EIA1019 which covers the Bus Hotspots programme		
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 highway scheme on Granville Road in order to improve the general traffic flow as well as bus reliability.

The report sets out the background, the scheme and comments made during consultation.

Recommendations:

That the scheme be implemented as shown in the plan in Appendix A.

Waiting restrictions are advertised at the junction of Granville Road with Castle Croft Drive to protect the movement of vehicles.

Background Papers: none.

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 - 19/01/18
	Legal: Vicky Clayton - 22/01/18
	Equalities: Annemarie Johnston - 22/01/18
2	EMT member who approved submission:
	Laraine Manley
3	Cabinet Member consulted:
	Councillor Jack Scott
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: Cate Jockel
	Job Title: Senior Transport Planner
	Date: 23/01/18

1. PROPOSAL

- 1.1 Background: the location of this scheme is the section of Granville Road between Fitzwalter Road (northern end) and Farm Bank Road (southern end). There is currently unrestricted parking on both sides of the road adjacent to All Saints/Seven Hills School and above the Sheffield College site. The gap between cars parked on either side of the road is about 5.6 – 5.7metres, which is not enough for two large vehicles, one up and one down, to pass through.
- 1.2 There are approx. 10 buses per hour here each way in the daytime. The location features high up on South Yorkshire Passenger Transport Executive's (SYPTTE's) list of locations where buses are delayed (in the top 10 for the percentage of buses which are running late) and so was included in the 'bus hotspots' to be funded from Better Bus Area (BBA) funding, with the objective of improving journey time and journey time reliability.
- 1.3 Proposal: the scheme that has been developed will provide a widened carriageway along this length by widening 1 metre into the footway on the Schools' side. This will provide a half depth lay-by for parking, giving a gap of 6.6 – 6.7 metres between parked cars on either side. In addition, parking bays will be marked out on both sides at 1.8m to encourage drivers to park close to the kerb. The scheme plan is attached as Appendix A.

1.4 It is possible to do this because the footway on both sides is wide, 2.8 – 3 metres on the residential side and 2.9 - 3metres on the school side. The scheme reduces the footway width to 2 metres on the school side. There is no access to any frontages on this side.

1.5 Pedestrian surveys carried out in late September at school start and finish times showed no pedestrians crossing the road along the section proposed for widening. About 80 pedestrians used the footway here in an hour: mainly All Saints students walking eastwards from the school entrance (up the hill). The reduced footway width is adequate for this level of use.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 Schemes which improve journey times and journey time reliability, especially where there are high numbers of buses carrying high numbers of passengers, improve the reliability of access to jobs, education, training and all other facilities. Stop to stop journey time is compared before and after to assess schemes and bus route reliability is also monitored.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Consultation was carried out in September and October 2017, with letters delivered to all frontages. No objections were received. The only suggested amendment was repainting of a faded H marking. This will be done as part of the scheme.

3.2 Following requests from residents, waiting restrictions will be advertised at the junction of Granville Road with Castle Croft Drive to protect the movement of vehicles. This will be advertised as soon as is practically possible.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 Overall there are no significant differential, positive or negative, equality impacts. The project is a general traffic management scheme which will have a minor positive impact on all who use public transport, but particularly on those groups which disproportionately use public transport.

4.2 Financial and Commercial Implications

4.2.1 Capital: this scheme is funded by Better Bus Area (BBA) funding from the Department for Transport to SYPTTE for schemes to improve bus reliability in Sheffield. The Bill of Quantities for the works costs, including traffic management, is for £59,509. In addition, there are Statutory Utility diversion costs of £47,967.

4.2.2 Revenue: the commuted sum estimate for future maintenance is £8,895 based on a percentage of works costs. This will be finalised by the City Council's New Works team and agreed with Amey. This will be funded

from LTP funding for Bus Hotspots

- 4.2.3 The Full Business Case was approved at Gateway 3 at the TNC Transport Sub-Board on 15/01/18 and went forward to CPG on 22/01/18 with a Contract Award.

4.3 Legal Implications

- 4.3.1 The City Council, as 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 **Construction:** there will be some disruption during construction, initially for the gas diversion and then for the scheme. This will be kept to a minimum through traffic management but there will inevitably be some temporary loss of roadside parking.

5. **ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Three other options were considered:

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

- 5.3 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.

- 5.4 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.

6. **REASONS FOR RECOMMENDATIONS**

- 6.1 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.

7. **APPENDICES**

7.1 Appendix A – scheme plan.