



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

Report of: Executive Director PLACE
Report to: Individual Cabinet Member Session
Date of Decision:
Subject: To approve a highway scheme (Bus Hotspot) at the Meadowhall Road/Meadowhall Way junction

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"/>	<input type="checkbox"/>
- Affects 2 or more Wards	<input checked="" type="checkbox"/>	<input 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 which is funded by Better Bus Area funds. The EIA was undertaken in 16/17 and this is the last of the BBA schemes that it covers.		
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 at the junction of Meadowhall Road with Meadowhall Way in order to improve bus reliability and congestion management.

The report sets out the background to the scheme, how it has developed and comments made during consultation.

Recommendations:

That the scheme be implemented.
That the Traffic Regulation Order be made.

Background Papers: none

Lead Officer to complete:-	
1	<p>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.</p> <p>Finance: Gaynor Saxton – 08/05/18</p> <p>Legal: Richard Cannon – 04/05/18</p> <p>Equalities: Annemarie Johnston – 08/05/18</p>
2	<p>EMT member who approved submission:</p> <p>Laraine Manley</p>
3	<p>Cabinet Member consulted:</p> <p>Councillor Jack Scott</p>
4	<p>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.</p> <p>Lead Officer Name: Cate Jockel Job Title: Senior Transport Planner</p> <p>Date: 08/05/18</p>

1. PROPOSAL

- 1.1 This junction is an extremely busy one where the A6109 Meadowhall Road meets Meadowhall Way (the Meadowhall perimeter road) and Jenkin Road (to/from Shiregreen). All traffic, including buses, approaches this junction (into city direction) in one lane, with a right-turn pocket lane for accessing the small industrial estate at Amos Road. Most of the buses at this location turn left (10 per hour weekday daytime, with 6 of these running the high-profile X1 route). A smaller number continue along Meadowhall Road, some of those turning right into Jenkin Road.
- 1.2 The proposal is to add a short left-turn lane from Meadowhall Road into Meadowhall Way, running from the Meadowhall Road bus stop before the junction which will allow left-turning traffic to bypass the straight-ahead queue. In the morning peak, the volume of general traffic turning left at this junction is small and straight-ahead queues are long, so providing this facility should be of great benefit to left-turning buses.
- 1.3 This area has significant traffic congestion much of the time so any improvement is helpful for general traffic management. This scheme will add to the benefits from a complementary project at this junction: an adaptive traffic signals strategy to optimise how the signals manage traffic including helping late-running buses.

1.4 Appendix A shows the scheme plan: TR- 208150 015-001.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 The proposed scheme is part of the Better Bus Area (BBA) funded programme of Sheffield Bus Hotspots which aims to improve bus journey times and reliability. The location features high up on South Yorkshire Passenger Transport Executive's (SYLTE) list of locations where buses are delayed and so the BBA Board (SYLTE/SCC/Bus Operators) included this location as one of the 'bus hotspots' in the BBA programme

2.2 Schemes which improve bus reliability, especially along Key Bus Routes which carry the most frequent buses and the highest numbers of passengers, improve the reliability of access to jobs, education, training and all other facilities.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Consultation was undertaken in August/September 2017 with signs on street as well as directly with adjacent industrial units and the Meadowhall Centre. In addition, a Traffic Regulation Order was advertised at the same time: this was required to transfer the existing restrictions to the new left-turn lane - it did not introduce new restrictions. Appendix B is the TRO plan: SD-LT1951-TRO.

3.2 There was only one query received regarding the proposals and no objections.

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 that helps left-turning traffic which includes the majority of buses here. There is a minor positive impact on all who use public transport, but particularly on those groups which disproportionately use public transport and improves the reliability of access to jobs, education, training and all other facilities.

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 SYLTE for schemes to improve bus reliability in Sheffield. Works are costed at £161,191. In addition, there are Statutory Utility diversion costs in the order of £26,357 and fees of around £56,674. The scheme is within budget.

4.2.2 Revenue: there is the usual risk around the commuted sum. The current estimate is £17,373 based on a percentage of works costs. This will be finalised by the City Council's New Works team and agreed with Amey. There are currently options to cover this through existing commuted sum credits from bus schemes as well as camera enforcement income from bus lanes and gates as well as LTP funding for Bus Hotspots in 18/19.

4.2.3 The Outline Business Case was approved at Gateway 2 at the TNC Transport Sub-Board on 08/08/17. It is going forward for final capital approval through Gateway 3 and Contract Award on 25/05/18.

4.3 Legal Implications

4.3.1 The Council has the powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 to implement the improvements requested in this report.

4.3.2 In addition, the Council has the power under the Road Traffic Regulation Act 1984 to make a Traffic Regulation Order where it appears to the Council that it would be expedient to make it for, inter alia, avoiding danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Before the Council can make an Order, 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. Where objections are received Regulation 13 places a duty on the Council to ensure that these objections are duly considered.

4.3.3 These requirements have been complied with. In making its' decision the Council must also be satisfied that the approved scheme will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied it is acting lawfully and within its powers.

4.4 Other Implications

4.4.1 Construction: there will be some disruption during construction in this traffic-sensitive location. However, it is being programmed carefully by Highways Management and Amey Construction bearing in mind the constraints of the location and other work in the area.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 The only other option considered was the Do nothing option: which would obviously not improve the existing situation. Other options would involve greater cost and would be overall traffic schemes rather than a bus hotspots scheme: so BBA funding would not be available.

6. **REASONS FOR RECOMMENDATIONS**

6.1 The recommended scheme best achieves the main objective of improving bus reliability on this Key Bus Route.

APPENDICES

Appendix A – scheme plan: TR-208150 015-001.

Appendix B – Traffic Regulation Order Plan – SD-LT1951-TRO.