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**Report of:** Executive Director PLACE  
**Report to:** Cabinet Member for Transport and Sustainability  
**Date of Decision:**  
**Subject:** To approve a highway scheme (Bus Hotspot) at Moss Way: Birley Spa Lane to Beighton 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 Moss Way between Birley Spa Lane and Beighton Road in order to reduce traffic speeds, improve bus reliability and improve pedestrian facilities.

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

**Recommendations:**

That the scheme shown in Appendix A be implemented.

That the Speed Limit Order shown in Appendix B be made.

That the trees and other affected vegetation shown in Appendix D be replaced as set out in the report para.3.5.

**Background Papers:** Moss Way Modelling Report prepared by Ove Arup & Partners Ltd for Sheffield City Council (18 May 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: Julie Currey – 15/02/18
		Legal: Richard Cannon – 27/02/18
		Equalities: Annemarie Johnston – 19/02/18
2	<b>EMT member who approved submission:</b>	Laraine Manley
3	<b>Cabinet Member consulted:</b>	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.	
	<b>Lead Officer Name:</b> Cate Jockel	<b>Job Title:</b> Senior Transport Planner
	<b>Date:</b> 27/02/18	

## 1. PROPOSAL

- 1.1 **Background:** 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 (SYPTTE) list of locations where buses are delayed and so the BBA Board (SYPTTE/SCC/Bus Operators) included this location as one of the 'bus hotspots' in the BBA programme.
- 1.2 **Issue for buses:** the Birley Spa Lane/Moss Way junction is on a 'Key Bus Route' served by one of the most frequent bus services in Sheffield (the 120) which runs every 5 minutes between the Hallamshire Hospital and Crystal Peaks, and every 10 min beyond that to Halfway and to Fulwood. The proposal is to make it easier for buses to turn right out of Birley Spa Lane into Moss Way. It is currently difficult to find a gap to turn into this busy 40 mph road and this can significantly affect service reliability, particularly at afternoon peak times when the service is carrying its highest numbers of passengers.
- 1.3 **Proposal:** the proposed scheme is to reduce the speed limit from 40mph to 30mph on Moss Way on both approaches to the junction with Birley Spa Lane and to construct a small roundabout at the junction. This will have new and extended islands to take traffic around the roundabout and will give greater protection to pedestrians crossing at the existing

crossing. It also includes signs and gateway features such as rumble strips, as well as some tree pruning and removal, to improve the visibility of the new layout. Analysis of driver behavior here using video footage confirmed that the proposal would be of benefit. Following consultation early in 2017 (see Section 3 ), the scheme was extended and now also includes a new pedestrian island at the Moss Way junction with Beighton Road and the length of Moss Way covered by the speed limit reduction has been extended to cover this island. Appendix A shows the layout of the scheme. Appendix B shows the extent of Moss Way covered by the Speed Limit Order.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

- 2.1 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. This Key Bus Route has previously seen a project (2012-2014) to improve all bus stops to enable people with mobility difficulties to get on and off more easily, so measures to improve bus reliability along this route will have social inclusion benefits too.

## **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1 Consultation Jan/Feb 2017: the speed limit reduction required a statutory Speed Limit Order. This was initially on advert from 13/01/17 until 20/02/2017. In addition, although no frontages are directly affected by the scheme, many people travel through the area and so large signs were erected on-site to direct people to a scheme page on the Council's website - [www.sheffield.gov.uk/mossway](http://www.sheffield.gov.uk/mossway) - where there was more information including plans. As mentioned in para 1.3, the proposed scheme involves some tree pruning and removal and so the indicative extent of this was included on the consultation plan. ,

- 3.2 Responses: a large number of e-mails and phone calls were received regarding the proposals, with most respondents pleased that changes were proposed at the junction but with concerns about some of the changes. There were a number of common themes and suggestions. These were:

- concerns over congestion, traffic volumes and wider traffic issues;
- suggestions that traffic signals at Moss Way/Birley Spa Lane would work better and be safer;
- concerns about how difficult it is for pedestrians to cross Moss Way at busy times, at both the Birley Spa Lane and Beighton Road junction;
- suggestions that the proposed 30mph Limit be extended to cover more of Moss Way.

Appendix C is a fuller note on the main issues raised during this consultation.

- 3.3 Further work: as a result of the consultation responses, further work was undertaken, in particular:

- (1) traffic modelling was commissioned to model the scheme

proposed as well as traffic signals options so that these could be compared. The scheme proposed is the one that best meets the objectives of the scheme to improve bus journey time reliability, with significant benefit to all right-turning traffic from Birley Spa Lane into Moss Way, while having minimal impact on other local journeys;

- (2) the feasibility of including an additional pedestrian island adjacent to the Beighton Road junction, and extending the Speed Limit Order to cover this, was considered. Making space for an island here involves highway widening and requires some statutory undertakers' equipment to be moved/protected.

3.4 Scheme Revisions and Consultation Jan/Feb 2018: the additional pedestrian island and extended Speed Limit Order can be accommodated within the scheme budget. As a result, a second extended statutory Speed Limit Order has been on advert from 25/01/18 until 22/02/18, including with site notices. In addition, the scheme webpage was updated and all those who responded to the 2017 consultation have been updated.

3.5 Trees: the webpage has included updated information on tree pruning and removal. Most of the vegetation affected is in highway land. In relation to this, there is substantial tree cover in the area and the advice received is that, because of this, the trees replaced on a 2 for 1 basis elsewhere in the city – namely as part of an avenue in the central reserve of Prince of Wales Road.

3.6 Responses:

1. Objection - One respondent has objected to the scheme as it does not add additional pedestrian crossing facilities around the junction of Birley Spa Lane and Moss Way, on both Birley Spa Lane and Moss Way. His view is that zebra crossings are needed here. This is not an objection to the Speed Limit Order. The scheme will provide new and extended islands to take traffic around the roundabout and give greater protection to pedestrians crossing at the existing crossing. The addition of zebra crossings could not be justified from the Better Buses Area funding.
2. Objection – One respondent has objected to the scheme as it does not provide a signalised crossing at the Beighton Road / Moss Way junction. This is not an objection to the speed limit order. Following the first consultation the scheme is now funding a pedestrian island to assist crossing pedestrians. The addition of a signalised crossing could not be justified from the Better Buses Area Funding.
3. Support – One respondent has indicated '*sounds good, the sooner the better*'
4. Support - Cycle Sheffield has responded to indicate that they

support the reduced speed limit.

#### **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 schemes which gives some priority to buses over other traffic (and will also help general traffic on Birley Spa Lane). There is a minor positive impact on all who use public transport, but particularly on those groups which disproportionately use public transport. There is also some positive impact for pedestrians particularly at Beighton Road where there will be a new pedestrian island and a reduced speed limit.

##### **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 budget estimate for construction was £224,110. In addition, there are Statutory Utility diversion costs in the order of £60,000 and fees of around £9,000. The priced Bill is expected in the next few weeks subject to sign-off of the Road Safety Audit stage 2. The estimate used for project planning was £300,000 for works so the scheme remains within budget.

4.2.2 Revenue: the commuted sum concept estimate for future maintenance provided by HMD is £5,700. This was prior to the revised scheme which will have increased the sum required. The amount 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 Outline Business Case was approved at Gateway 2 at the TNC Transport Sub-Board on 06/06/17. It will go forward for final capital approval through Gateway 3 and Contract Award following receipt of the priced Bill.

##### **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, including the provision of roundabouts, the variation of the relative widths of carriageways and footways, the construction of road humps or such traffic calming works as may be authorised and the removal of trees or other vegetation on highway land. Said works do not require planning permission where they are being carried out for the maintenance or improvement of the road, so long as they do not have a significant adverse effect on the environment.

4.3.2 The Council retains the power to make a Speed Limit Order where it appears to them 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 the 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. 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 Trees: see paragraphs 3.5 and 4.1 above.

4.4.2 Construction: there will be some disruption during construction, for the tree works, the gas diversion and then for the scheme. This will involve diversionary routes.

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

5.1 Three other options were considered:

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

5.1.2 Traffic signals: as proposed through the consultation: see paras. 3.2 and 3.3 of this report.

5.1.3 The scheme as proposed in Jan 2017: without the amendments made following consultation, the scheme cost would be reduced. However, there have been several previous requests to improve pedestrian facilities across Moss Way adjacent to Beighton Road – Moss Way is not easy to cross – and, as it can be done within the estimated scheme budget, it is recommended for inclusion.

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

6.1 The recommended scheme best achieves the main objective of improving bus reliability on this Key Bus Route. It should also make it easier for pedestrians to cross the road at the existing crossing point and it provides a new pedestrian crossing facility of Moss Way adjacent to Beighton Road.

### **APPENDICES**

Appendix A – scheme layout

Appendix B – extent of Speed Limit Order

Appendix C – issues raised during 2017 consultation

Appendix D – vegetation clearance plan