



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

**Report of:** Executive Director PLACE  
**Report to:** Individual Cabinet Member Decision  
**Date of Decision:**  
**Subject:** Bus Hotspots scheme at Handsworth Road/Parkway slip road

Is this a Key Decision? If Yes, reason Key Decision:- Yes  No  N

- Expenditure and/or savings over £500,000  N
- Affects 2 or more Wards  N

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  Y No

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  No  N

**Purpose of Report:**

To approve implementation of a 'bus hotspot' highway scheme on the westbound slip road from Sheffield Parkway to Handsworth Road in order to improve bus reliability as well as general traffic flow.

The report sets out the background to the scheme including modelling of bus and traffic benefits.

**Recommendations:**

That the scheme be implemented.

**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</p> <p>Legal: Richard Cannon</p> <p>Equalities: Annemarie Johnston</p>
2	<p><b>EMT member who approved submission:</b></p> <p>Laraine Manley</p>
3	<p><b>Cabinet Member consulted:</b></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><b>Lead Officer Name:</b> Cate Jockel      <b>Job Title:</b> Senior Transport Planner</p> <p><b>Date:</b> 27/03/18</p>

## 1. PROPOSAL

- 1.1 Background: the proposed scheme is part of the Sheffield Bus Hotspots programme funded by Better Bus Area (BBA) funds, which are held by South Yorkshire Passenger Transport Executive (SYPTTE) for Sheffield. The schemes in this programme aim to improve bus journey times and their reliability. This scheme will benefit the 'Woodhouse Key Bus Route', served by the 52/52A bus, one of the city's main cross-city routes.
- 1.2 This scheme is designed to complement another (almost complete) scheme on Handsworth Road adjacent to the Asda supermarket. Modelling of that scheme, reported when it was approved in August 2017, showed benefits through the day but particularly in the afternoon peak. In the morning peak, as expected, the extent of benefit depended on the queueing back from the Parkway junction.
- 1.3 City Council Traffic Control has consistently observed significant numbers of drivers avoiding queues on the Parkway by "slipping" off and then immediately back on at this junction. This behaviour has also been raised by members of the public as something that they would like to see tackled. The effect of this behaviour is to reduce gaps onto the roundabout for Handsworth Road traffic, leading to congestion there, without any benefit to the Parkway.
- 1.4 Some additional traffic modelling was carried out then to assess the impact of a set of part-time signals on this slip road. This showed that

significant improvement in morning peak journey times on Handsworth Road was possible with this additional measure. This has, therefore, been designed up as a separate complementary scheme and is now ready to be issued for build. There is a Plan attached at Appendix A.

- 1.5 The scheme is to install traffic signals on this westbound slip road, from Sheffield Parkway leading down to Handsworth Road. These would largely operate only in the morning peak, with Traffic Control using them to balance traffic flows between Handsworth Road and the Parkway, including benefiting Handsworth Road as a major public transport corridor. The signals would also give an additional option to Traffic Control to use as appropriate in other circumstances.

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

- 2.1 Schemes which improve journey times and journey time reliability, especially along Key Bus Routes like this one 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.
- 2.2 This Key Bus Route has previously seen improvements to 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 This scheme was been developed following consultation in April/May 2017 about the almost complete scheme on Handsworth Road adjacent to the Asda supermarket. There are no frontages directly affected, so no further consultation has been undertaken.

## **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. There is 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) funds from the Department for Transport, held by South Yorkshire Passenger Transport Executive (SYPTX) for schemes to improve bus reliability in Sheffield. The Bill of Materials for the works costs, including traffic management, is £109,096.38.
- 4.2.2 **Revenue:** the commuted sum estimate for future maintenance is £34,211.01. This has been provided by the City Council's New Works team and is subject to agreement with Amey. This will be funded from LTP funding for Bus Hotspots.

4.2.3 The Full Business Case was approved for Gateway 3 at the Transport Sub-Board on 06/03/18 and went forward to CPG on 19/03/18 with a Contract Award.

4.3 Legal Implications

4.3.1 The City Council, as Highway Authority for Sheffield, has powers under section 65 of the Road Traffic Regulation Act 1984 to implement the improvements requested in this report, in particular that they may cause or permit traffic signals to be placed on or near a road, subject to and in conformity with the Traffic Signs Regulations and General Directions (or otherwise approved by the Secretary of State). 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 but this will be kept to a minimum through traffic management.

**5. ALTERNATIVE OPTIONS CONSIDERED**

5.1 Do nothing option: would not improve the existing situation. This scheme will complement the Handsworth Road scheme to maximise the benefits in the morning peak.

**6. REASONS FOR RECOMMENDATIONS**

6.1 The scheme will reduce delay and journey time variability for buses and all Handsworth Road traffic without detriment to Sheffield Parkway.

**7. APPENDICES**

7.1 Appendix A – scheme plan (TS-208150-0017-RSA)