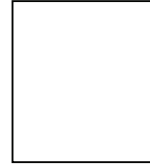




SHEFFIELD CITY COUNCIL Cabinet Highways Committee Report



Report of: Executive Director, Place

Date: 11 OCTOBER 2012

Subject: SHEFFIELD CITY CENTRE TO HALFWAY TERMINUS KEY BUS ROUTE IMPROVEMENT SCHEME

Author of Report: Cate Jockel

Summary: This report sets out the proposals to improve the City Centre to Halfway key bus route used by the high frequency core bus service, route 120. These are part of the 2 year (2012/13 and 2013/14) 'Better Buses Area Fund' (BBAF) programme, funded by the Department for Transport (DfT).

Reasons for Recommendations:

The report seeks authority to progress these proposals in 2012/13 and 2013/14, aligning as much as possible with the 'Streets Ahead' work in the area.

Background Papers:

Category of Report: OPEN

REPORT OF THE EXECUTIVE DIRECTOR, PLACE

REPORT TO CABINET HIGHWAYS COMMITTEE

11 OCTOBER 2012

SHEFFIELD CITY CENTRE TO HALFWAY TERMINUS KEY BUS ROUTE IMPROVEMENT SCHEME

1. SUMMARY

- 1.1 This report sets out proposals for the City Centre to Halfway key bus route used by the high frequency route 120. This is shown at Appendix A.
- 1.2 The route was included in a successful South Yorkshire bid to the Department for Transport's (DfT) 'Better Buses Area Fund' (a national two year (2012/13 and 2013/14) programme). It was included because it is the main bus route in the 'Optio Orange' corridor, which has the benefit of an excellent ticket offer as well as high-frequency, low-pollution hybrid buses.
- 1.3 Following a successful bid, the Project Team (a partnership group led by an officer from the South Yorkshire Passenger Transport Executive (SYPTe)) has been reviewing the package of interventions in the bid. The results of this are described in Section 4 of this report. The aim of this report is to seek authority to develop this improvement package through to implementation, including consultation and information.

2. WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD?

- 2.1 The 120 bus route is one of the best-used public transport services in the City. It is high-frequency, operated by many low-pollution hybrid buses, and is part of the Optio Orange ticketing offer. These proposals aim to:
 - improve service reliability;
 - make it easier to use for anyone with mobility difficulties (including wheelchair users, people with pushchairs and people with visual impairments);
 - provide better information (real-time). It should, therefore, be easier for many to travel along the corridor.Specific proposals will be assessed for any negative impacts and, where identified, consultation, negotiation and mitigation will be carried out as appropriate.

3. OUTCOME AND SUSTAINABILITY

- 3.1 The project will contribute towards many of the objectives set out in 'Standing Up for Sheffield: Corporate Plan 2011-2014':
- better public transport provides socially-inclusive access to jobs;
 - better access for all on mainstream public transport, increasing independence for those with mobility problems and improving social fairness;
 - better public transport increases public transport use and contributes to the "sustainable and safe transport" objective.
- 3.2 The City Road Neighbourhood Development Framework, approved by the City Council in October 2007, relates to a significant part of this key bus route (along Duke Street and City Road, between Park Square and Manor Top). That policy framework recognises that the corridor is an important local public transport corridor for adjacent communities and people travelling through the area. It also sets out a vision of more thriving neighbourhoods along the corridor, with hubs of activity at Park Hill / Duke St; Duke St shops; St Aidans; Manor Fields Gateway; and Manor Top.
- 3.3 The project funding is to improve the corridor as a key bus route within a short timescale (2012/13 and 2013/14). The work will contribute towards many Corporate Plan and NDF objectives. However, there will undoubtedly be some tension between some of more corridor-wide objectives and some of the more local objectives within various strategies. These need to be worked through as proposals are developed and confirmed over the next few months.
- 3.4 Implementation also needs to be aligned with the 'Streets Ahead' PFI programme, as far as possible, with significant parts of this corridor and adjacent areas programmed for 2013 and 2014.

4. REPORT

Background

- 4.1 The Better Buses Area Fund was announced by the Department of Transport (DfT) in December 2011 with a very short deadline for bids. The South Yorkshire Local Transport Plan Partnership, led by SYPTPE, made a collective bid for the maximum of £5 million in additional funding, based around three themes:
- **Smart Ticketing:** smart, multi-operator ticketing solutions, and more cost-effective travel for young people looking to access work or training;
 - **Smart Infrastructure:** making bus journeys on main routes faster and more reliable through infrastructure improvements; and
 - **Smart Management:** ensuring that the network is effectively managed and enforced to improve journey times and efficiency at identified pinch points.

- 4.2 The bid was successful in full and SYPTE is now co-ordinating programme delivery. There are projects in all four South Yorkshire Districts, as well as county-wide projects such as 'smart ticketing'. In Sheffield, the projects are (1) this Key Bus Route; (2) completing the Ecclesall Road Smart Route and (3) a 'smart management' project to improve the efficiency and effectiveness of bus priority measures (urban clearways/bus gates and bus lanes).

Project Development

- 4.3 The initial work of the project team to review the outline package of interventions in the bid is described below.
- 4.4 **Upgrading bus stops:** an audit of the existing 110 stops has been done to identify what improvements are required to meet the standard kit of a bus stop clearway, raised kerbs and tactiles (designed to aid level-boarding and so meet the public sector duty to promote equality by making 'reasonable adjustments'). The next step is to commission stop design from Amey and identify where implementation (such as a bus stop clearway or a new shelter) may cause local problems and consult and assess what can be done. In addition, some new shelters and some real-time information displays will be provided. Data on passenger numbers has been used to identify the 8 most used bus stops which will be fitted with real-time displays (so long as there is a shelter or room to provide one). Additional displays may be possible as the project develops.
- 4.5 **Upgrading signals:** an audit of existing signals has been done to identify what improvements could be made to improve signal co-ordination and control through the Council's Urban Traffic Control (UTC) centre. This would give the ability to assist late running buses, as well as generally improved flexibility to manage the highway network. The next step is to commission signal design.
- 4.6 **Review existing priority measures (bus lanes/gates and urban clearways) to ensure they can be enforced to help bus journeys:** an audit of existing measures is being undertaken to identify what measures 'should' be in place on-street, to match with Traffic Regulation Orders (TROs). The next step is to review these to include changing either (1) the on-street signs / lines or (2) the TROs, to ensure that these match and can be enforced. In developing these proposals, there is likely to be tension corridor-wide objectives and local demands, as referred to in paragraph 3.3. These will need to be worked through transparently and proposals developed.
- 4.7 **'Bus Hotspots':** three locations were identified in the bid where buses experience significant delays and highways improvements might be required.
- a) **Mansfield Road inbound bus lane approaching Manor Top:** improving how this bus lane works is the top priority city-wide for

tackling bus delay and a high priority for everyone travelling through this area. Feasibility work is underway and proposals will be consulted on;

- b) **City Road at Park Grange Road:** the possibility of a bus lane on the approach to Park Grange Road has been discussed for many years. This is being properly re-assessed, looking at the scale of delay; the interaction between buses, trams and other vehicles; and what measures might help. Any proposals will be consulted on;
- c) **Granville Road inbound:** a proposal to extend this bus lane was included in the bid as it is part of the 'Optio Orange' ticketing corridor, although not on the 120 route. However, the Better Buses Project Team has agreed to focus on the 120 route. Granville Road has been added to the Sheffield Bus Hotspots list, where delays will be assessed against other locations city-wide.

4.8 **Review of 'Bus Hotspots':** Stagecoach and First were asked to identify other delay locations so that the Project Team could assess the scale of delays and the feasibility of measures to tackle these. Some of the locations raised were already being considered by the project, for example for signal upgrades.

4.9 This review is leading to further investigation at five locations, to assess the scale of delay and what measures might be feasible to tackle this. Any subsequent proposals will be consulted on as necessary. The locations are:

- Birley Moor Road at Heathfield Road outbound;
- Birley Spa Lane / Moss Way junction outbound;
- Occupation Lane / Birley Moor Road junction inbound;
- Ochre Dike Lane / Moss Way junction inbound;
- Ochre Dike Lane in both directions.

Relevant Implications

4.10 **Financial:** the Better Buses Area Fund is providing £912,000 over two years, £261,000 in 2012/13 and £651,000 in 2013/14. There is also approximately £400,000 of Local Transport Plan funding provisionally allocated for the two years (some from the Council's allocation; some from SYPTE's allocation). Some of this will be spent directly by SYPTE but most will come through the Council. So far, £410,000 for 2012 / 13 has been approved through the CAF process. A CAF variation will be agreed to extend the spend on this scheme at the appropriate time.

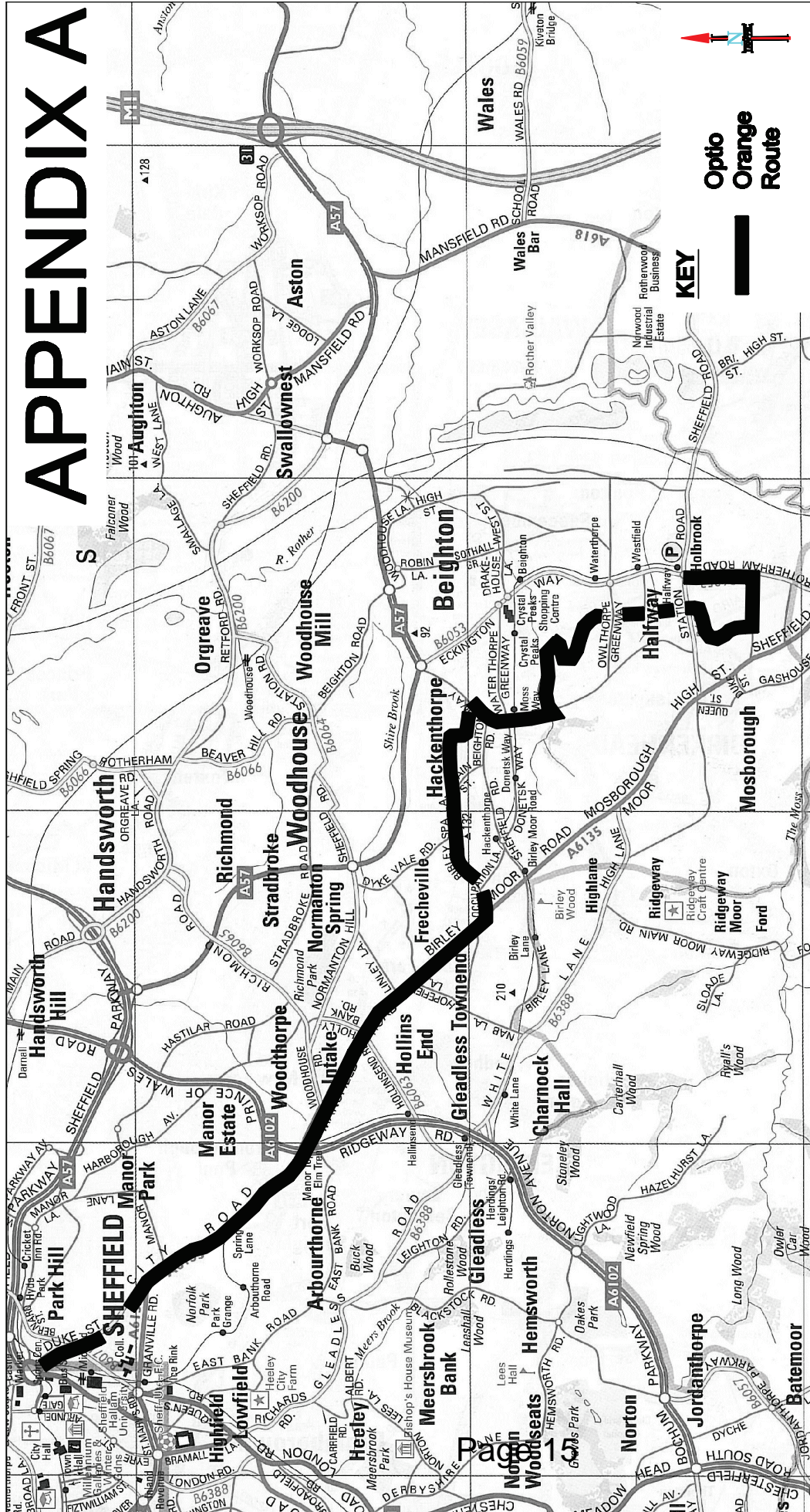
4.11 **Equalities:** an Equalities Impact Assessment has been signed off. This proposal is generally positive for all Sheffield people regardless of age, sex, race, faith, disability, sexuality, etc. However, it is particularly positive for disabled and elderly people plus carers, as well as families with children. No negative equality impacts have been identified. Plans will be assessed as they develop, with consultation, negotiation and mitigation as appropriate.

5. RECOMMENDATIONS

- 5.1 Approve the development and implementation of the Key Bus Route proposals for 2012/13 and 2013/14, set out in this report.
- 5.2 Align the agreed Key Bus Route works as closely as possible with the Streets Ahead programme.

Simon Green
Executive Director
PLACE

APPENDIX A



<p>DEVELOPMENT SERVICES TRANSPORT & HIGHWAYS DIVISION TRAFFIC SECTION 2-10 CARBROOK HALL ROAD SHEFFIELD S9 2DS TEL. 0114-273-6175. Fax. 0114-273-6182 E-mail Traffic.Management@Sheffield.gov.uk Director: L. Stuech M.B.T.P.I. Development Services</p>	<p>Client SHEFFIELD CITY COUNCIL</p>	<p>Drawing No. TM / LT063 / P1</p>	<p>Scale NOT TO SCALE A4</p>	<p>TRAFFIC MANAGEMENT</p>
	<p>Scheme Opto Orange - Key Bus Route</p>	<p>Drawing Title Sheffield City Centre to Halfway Terminus Route Map</p>	<p>0 1000 2000 Millimetres Date SEPTEMBER 2012</p>	<p>0 1000 2000 Millimetres Date SEPTEMBER 2012</p>
<p>Do not scale from this drawing Any errors/omissions to be reported immediately if in doubt, ask This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown Copyright. Unauthorised reproduction in any form is prohibited. All rights reserved. 100016816.2011</p>	<p>DRAWN JWS</p>	<p>CHECKED</p>	<p>SEPTEMBER 2012</p>	<p>A Service Area of Place Sheffield City Council</p>

This page is intentionally left blank