



Report to Policy Committee

Author/Lead Officer of Report:
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Report of: *Executive Director of City Futures*

Report to: *Transport, Regeneration and Climate Policy Committee*

Date of Decision: *19th July 2023*

Subject: *The proposed implementation of the South West Bus Corridors Project.*

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? 2240				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:				

Purpose of Report:

To advise the Committee of the approach officers are taking to forward the Connecting Sheffield South West Bus Corridors Project. The report sets out the background to the scheme, the results of the initial consultation, the analysis of the issues affecting bus movements on these corridors, the options considered and actions at this stage.

The Committee is advised of the following proposed measures:

- Junction Improvements and Traffic Management changes at or near junctions along London Road, Abbeydale Road and Ecclesall Road bus corridors (these are set out in Appendix A)
- Camera enforcement on existing sections of bus lanes on London Road, Abbeydale Road and Ecclesall Road.

The detailed design of these measures will be finalised and proposed amendments to localised Traffic Regulation Orders (TROs) will be progressed pursuant to officer decisions. Statutory consultation associated with the changes will be undertaken.

Where such matters are then subject to a further decision by the Committee, recommendations will be presented for its consideration in due course.

Any implementation of these works will trigger a subsequent review. This will be undertaken to determine if further bus priority measures are required. This may include options to amend bus lane hours of operation along these corridors and the enhanced enforcement of parking and loading restrictions with red routes.

The Transport, Regeneration and Climate Policy Committee will be advised of matters arising from the subsequent review as appropriate. Further recommendations will be made where those matters are subject to a decision by the Committee.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- Endorse the implementation of a series of bus priority works at or near specific junctions along London Road, Abbeydale Road and Ecclesall Road, including amendments to sections of bus lanes and a system of traffic signal upgrades with buses given priority at junctions.
- Note that the Head of Strategic Transport, Sustainability and Infrastructure will promote a Traffic Regulation Order for these measures and statutory consultation will be undertaken with any objections reported to a future TRC Policy Committee for a final decision.
- Endorse that the existing bus lane hours of operation on London Road, Abbeydale Road and Ecclesall Road corridors will be enforced using camera technology.
- Endorse that a further review of the public transport conditions on these corridors including an assessment following the implementation of these works to determine if further bus priority measures are required.

Background Papers:

Appendix A: Bus Priority Works at or near Junctions.

Appendix B: Consultation Executive Summary.

Appendix C: Consultation and Engagement Report.

Appendix D: South West Bus Corridors Project Petitions.

Appendix E: Equalities Impact Assessment

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	Finance: <i>Damien Watkinson</i>
		Legal: <i>Richard Cannon</i>

	completed / EIA completed, where required.	Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Tom Finnegan-Smith</i>
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	SLB member who approved submission:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Ben Miskell</i>
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 Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport, Sustainability and Infrastructure</i>
	Date: 19 th July 2023	

1. PROPOSAL

1.1 Background

1.2 As a growing city, with plans for an additional 20,000 homes in and around the city centre, and further growth in our economy and employment, the need for transport to support this in a sustainable way is essential, particularly given the need to also address our climate and environmental challenges. Improving our Public Transport system in Sheffield is a major part of the transformation that is needed so that far more people see the bus and tram as an attractive option. Enhancing the reliability, quality and convenience of public transport is required to give people more choice about how they travel.

1.3 As such, we are developing a range of bus priority measures along Abbeydale Road and Ecclesall Road to improve bus journey time reliability and consistency. These are part of our overall approach to improving local public transport services for people to access employment, retail and leisure along the corridors and in the city centre.

1.4 Public transport operating along London Road, Abbeydale Road and Ecclesall Road corridors is subject to delays which lead to slow and unreliable bus journey times. This limits opportunities for people to access employment, retail and leisure along the corridors and in the city centre and disrupts their lives.

- 1.5 Analysis conducted by bus operator First Group in 2019 highlighted the top 20 locations across the city where their services experience the most significant delay. Ecclesall Road and Abbeydale Road (including London Road) corridors were amongst the locations where buses were subject to the most significant delays. This informed the inclusion of these corridors for intervention.
- 1.6 Bus journey speed analysis undertaken by the South Yorkshire Mayoral Combined Authority (SYMCA) also highlighted that there are significant delays to buses along both corridors. In particular near the Carter Knowle Road and Broadfield Road junctions along Abbeydale Road, along sections of London Road, and between Hunters Bar and the A61 Inner Ring Road along Ecclesall Road with journey speeds of less than 10mph for large proportions of the day.
- 1.7 This is due to congestion at key junctions along both corridors and significant illegal parking both within bus lanes during the hours that they currently operate, and on restrictions outside of bus lanes, which impacts upon buses and general traffic flows. 704 vehicles were parked illegally along London Road and Abbeydale Road between the Bannerdale Road junction and Boston Street junction, and 317 vehicles were parked illegally along Ecclesall Road between the Psalter Lane junction and Pear Street junction over 3 mid-week days.
- 1.8 The effects of congestion on bus journey times have been significant. Assessments of travel in the UK have highlighted that bus journey times have increased by over 50% in the more congested urban areas over the last 50 years.
- 1.9 As part of the South Yorkshire Bus Service Improvement Plan in 2021 operators highlighted the importance of reliability and bus speeds on overall passenger satisfaction and on customer retention.
- 1.10 Sheffield City Council has declared a climate emergency and is working towards Sheffield becoming a zero-carbon city by the end of the next decade. Transport is responsible for 26% of the city's CO₂ emissions. Delivering improvements to public transport and encouraging greater patronage is a key part of tackling these emissions and delivering a modal shift to sustainable modes.
- 1.11 The proposed scheme is intended to provide the opportunity for faster, more reliable, more attractive and more viable bus services on the London Road, Abbeydale Road and Ecclesall Road corridors that will deliver:
- Increased proportion of journeys by bus.
 - Modal shift.
 - Easier access to opportunities.

- Improved air quality.

1.12 **Project Proposals**

Officers have proposed the introduction of a range of bus priority measures along London Road Abbeydale Road and Ecclesall Road to improve bus journey time reliability and consistency along these corridors into and out of the city centre. The measures will contribute towards reducing congestion and delays to buses, improving air quality and improving sustainable access to employment, retail and leisure.

The project will be funded through the government's Transforming Cities Fund.

1.13 The proposed interventions include:

- Infrastructure improvements at or near junctions with proposed amendments to local TROs.
- Traffic signal upgrades with buses given priority at junctions.
- The enhanced enforcement of existing bus lane hours of operation with cameras.

1.14 In order to facilitate the delivery of the changes proposed; a) localised changes to waiting and loading restrictions, and b) changes to discrete sections on bus lanes ...will be required. These are set out at 1.17 to 1.17.24 below.

Decisions to advance these proposals will be made by the officers authorised to do so.

1.15 Statutory consultation on any amendments to traffic restrictions will be undertaken through the Traffic Regulation Order process under the delegated authority of the Head of Strategic Transport, Sustainability and Infrastructure and any objections would be reported to the Transport, Regeneration and Climate Policy Committee for a decision on whether to make the associated order(s).

1.16 The plans for the proposed interventions are attached as Appendix A.

1.17 **Infrastructure Improvements at or near Junctions and Bus Stops**

1.17.1 **Abbeydale Road and Abbey Lane Junction**

1.17.2 A short section of the inbound bus lane between Sherwood Glen and Abbey Lane would be removed and replaced with two general traffic lanes. This would enable the implementation of a bus priority system at the traffic lights at the junction with Abbey Lane to reduce

delay and prioritise buses through the junction using intelligent traffic signal detection.

- 1.17.3 No waiting or loading at any time restrictions are proposed inbound between the Sherwood Glen junction and Abbey Lane as indicated on plan G in Appendix A to ensure buses are detected and prioritised when passing through the Abbey Lane junction.
- 1.17.4 **Abbeydale Road and Springfield Road Junction**
- 1.17.5 The short inbound bus lane on the approach to the junction would be removed and replaced with two general traffic lanes. This would enable the implementation of a bus priority system at this junction.
- 1.17.6 No waiting or loading restrictions are proposed on the approaches to the junction as indicated on plan F in Appendix A along with the relocation of two bus stops to ensure buses are detected and prioritised when passing through the junction.
- 1.17.7 A disabled parking bay is also proposed adjacent to retail businesses close to the junction.
- 1.17.8 **Abbeydale Road and Tesco Access Road Junction**
- 1.17.9 The existing inbound bus lane between the Hastings Road and Bannerdale Road junctions would be segregated at the Tesco junction to allow buses to bypass the junction. This would ensure buses are not impacted by traffic entering or leaving Tesco. It is proposed that this particular section of bus lane operates for 24 hours. This would ensure that general traffic does not use the bus lane to bypass the junction. Demand for parking along this section of bus lane is minimal, as there are no frontages to the bus lane.
- 1.17.10 The outbound bus stop currently located near the Bannerdale Road junction would be relocated close to the Tesco junction.
- 1.17.11 Following further design work it is not proposed to relocate the pedestrian crossing as indicated on plan B in the attached Appendix A. The pedestrian crossing would remain to the north east of the Tesco junction.
- 1.17.12 **Abbeydale Road and Bannerdale Road Junction**
- 1.17.13 Further design work is underway to determine how controlled pedestrian crossings could be introduced on all arms of this junction. This is to ensure the junction is safe and to accommodate the church access on the junction which is currently uncontrolled. Plan A attached in Appendix A will be updated accordingly and further local consultation may be required before all the works at this junction are implemented.

- 1.17.14 The outbound bus stop near the junction would be relocated closer to the Tesco access road junction to improve the flow of traffic and buses through the junction.
- 1.17.15 Additional no waiting at any time (double yellow line) restrictions are proposed to the south west of the junction as indicated on plan A in Appendix A. The restrictions would enable the widening of the bus lane and all traffic lane on the approach to the junction to provide adequate widths.
- 1.17.16 **Ecclesall Road, Hunters Bar Roundabout and Rustlings Road Junction.**
- 1.17.17 The outbound bus lane between Hunters Bar Roundabout and Rustlings Road would be removed and replaced with two general traffic lanes. This will allow a smoother flow of traffic exiting the roundabout to reduce congestion and delays to buses at the roundabout.
- 1.17.18 The outbound bus stop to the west of the roundabout would also be removed to assist the smooth flow of traffic exiting the roundabout. The bus stop clearway would be replaced with no waiting at any time (double yellow line) restrictions and loading restrictions between 7.30-9.30 and 16.00-18.30 to match the current restrictions on the corridor. Other bus stops are available close to the roundabout.
- 1.17.19 The inbound bus stop would be relocated closer to the Endcliffe Park entrance in a lay by to reduce delays to buses and general traffic. The bus stop clearway markings would be replaced with no waiting at any time (double yellow line) restrictions and loading restrictions between 7.30-9.30 and 16.00-18.30 to match the current restrictions on the corridor. The existing bus lane would be extended slightly to accommodate the road layout.
- 1.17.20 Improved pedestrian crossing points would be introduced at the Rustlings Road junction.
- 1.17.21 **Ecclesall Road and Moore Street Roundabout**
- 1.17.22 A pre-signal priority system for buses would be installed for buses on the approach to the roundabout. This would provide buses with priority on the approach to the roundabout. This will replace the existing traffic signals on the approach to Moore Street Roundabout that are used to meter traffic towards the roundabout during peak hours. Associated amendments will be made to the carriageway lane markings.
- 1.17.23 **Traffic Signal Upgrades with Buses Given Priority**

- 1.17.24 Upgrades to traffic signals at junctions and pedestrian crossings where required are proposed along both corridors to provide bus detection on the approach to signals. Traffic signals along the corridors will be coordinated and timings optimised to provide bus priority.
- 1.17.25 **The Enhanced Enforcement of Restrictions in Bus Lanes with Cameras**
- 1.17.26 Parking surveys have highlighted significant illegal parking along both London Road/ Abbeydale Road and Ecclesall Road both within and outside of bus lanes.
- 1.17.27 It is proposed to install cameras along London Road, Abbeydale Road and Ecclesall Road to enforce illegal parking and loading within bus lanes during existing bus lane hours of operation.
- 1.17.28 This will allow Civil Enforcement Officers to undertake targeted enforcement of illegal parking and loading on the corridors outside of bus lanes.
- 1.18 Whilst further bus priority measures (such as potential amendments to bus lane hours of operation and the enhanced enforcement of illegal parking though measures such as red routes) are not proposed at this stage it is anticipated that the above proposed measures will generate significant public transport benefits. These include in particular improved bus reliability and consistency.
- 1.19 In order to implement some elements of the proposed interventions, amendments to localised TROs will be required. The Head of Strategic Transport, Sustainability and Infrastructure will promote a Traffic Regulation Order for these measures and statutory consultation will be undertaken with any objections reported to a future TRC Policy Committee for a final decision. It is anticipated that statutory consultation will commence in August 2023.
- 1.20 Depending upon the resolution of any objections and wider project approvals it is anticipated that the above proposed works would commence in the spring of 2024.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The project will contribute directly through its interventions to the overall strategic objectives of the Sheffield Transport Strategy, the Sheffield City Region Transport Strategy, SY Bus Service improvement Plan and the Council's Delivery Plan.
- 2.2 Sheffield City Council and the South Yorkshire Mayoral Combined Authority promote schemes of this nature given the wider economic,

societal and environmental benefits that can be achieved through bus priority schemes.

2.3 The scheme supports the Council's Delivery Plan, through:

- Strong and connected neighbourhoods
 - The provision of safe, efficient, and sustainable transport is fundamental in achieving stronger and more connected neighbourhoods.
- Fair, inclusive, and empowered communities
 - The provision of high quality bus priority measures improves access for all to facilities and services along the corridors and in the city centre.
- Healthy lives and wellbeing for all
 - Public transport journeys typically feature physical activity when accessing bus stops or railway stations and therefore also improve health.
- Clean economic growth
 - There is a relationship between high quality public transport infrastructure and regeneration. The proposed scheme will enhance sustainable access to the city centre for residents and support regeneration in the city.
 - The scheme will also improve public transport access to businesses along the corridors and in the city centre.
 - The scheme will encourage an increase in journeys by low carbon sustainable modes, reducing private car use, queues, and delays at peak times, contributing towards reducing carbon.
- Tackling inequalities
 - The scheme will provide enhanced sustainable access to employment opportunities.

2.4 The endorsement of the officer actions detailed in this report (and undertaken for the purposes set out above) will provide a clear indication that they align with members' intentions. A Committee decision provides a public forum through which the matters relevant to that endorsement can be thoroughly discussed and eventually published, providing further transparency.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Consultation Approach

3.1.1 Initial consultation on the full proposals for the project was undertaken between the 17th November 2021 and the 21st January 2022 and was widely advertised. A Press release was issued at the commencement of the consultation to major regional and local media outlets.

3.1.2 Key community groups and businesses were invited to webinars to comply with Covid-19 restrictions, and meetings were also

undertaken with relevant ward councillors and Members of Parliament. Consultation postcards were distributed to over 16,000 residential and business properties. In order to ensure the plans were readily available they were put on the Connecting Sheffield website. This can be found at:

www.connectingsheffield.commonplace.is/en-GB/proposals/abbeydale-road-and-ecclesall-road

Consultees were invited to provide feedback on the proposals set out in 1.17 to 1.17.24 above and attached as Appendix A on an online form on the Connecting Sheffield website, by phone, by e-mail or by post.

3.1.3 Within the same consultation people were also invited to provide feedback on our *initial ideas* for possible amendments to bus lane hours of operation including 12 hour bus lanes and the enhanced enforcement of parking, waiting and loading restrictions with cameras, such as red routes. These elements of the project were not firm proposals, the aim was to determine the sentiment towards these elements, to inform further investigations into bus lane hours of operation and the enhanced enforcement of restrictions.

3.2 Consultation Responses

3.2.1 3680 people provided feedback to the consultation.

3.2.2 The consultation Executive Summary is attached as Appendix B.

3.2.3 The full Consultation and Engagement Report is attached as Appendix C.

3.2.4 The consultation posed a number of questions, including what aspects of the proposals and initial ideas people liked and disliked.

- Improved crossing points, the environmental benefits and better bus priority were the most popular elements of the scheme.
- Changes to parking restrictions, potential changes to bus lane hours of operation and not enough improvement to public transport were the issues that people disliked the most about the proposals and initial ideas.

3.2.5 Amendments to the Abbeydale Road and Bannerdale Road junction including controlled pedestrian crossings were generally well received. There were few concerns with the proposed works to improve bus priority at junctions or in close proximity to junctions along both corridors, which this report recommends are endorsed for implementation. The comments that people submitted have been considered and are set out fully in the consultation reports.

- 3.2.6 We specifically asked people for their views on enforcing parking, waiting and loading restrictions by cameras:
- 1,620 respondents (44%) felt negative about parking, waiting and loading restrictions being enforced by cameras. 1,592 respondents (43%) felt positive about parking, waiting and loading restrictions being enforced by cameras, 364 respondents (10%) were unsure how they felt while 87 respondents (3%) left the question blank.
- 3.2.7 Better enforcement of parking restrictions was the 5th highest issue that people most **liked** about the proposals and initial ideas (1,039 responses). More enforcement of parking restrictions was 5th highest issue that people most **disliked** about the proposals and initial ideas (774 responses).
- 3.2.8 It should be noted that any duly implemented traffic restriction would be capable of being enforced pursuant to the Council's existing powers to do so. The Council already has the power to enforce certain types of restrictions where a contravention of those restrictions is detected by camera. Consequently, like/dislike of the manner and efficiency of enforcement is not deemed to be a comment on the restrictions themselves.
- 3.2.9 Overall project sentiment was 39% positive, 48% negative and 13% neutral. When considering the 2451 responses from those people living in the area (67% of those responding) the sentiment was 45% positive, 43% negative and 14% neutral.
- 3.2.10 The main concerns raised by consultees were regarding any potential amendments to parking restrictions and bus lane operating hours. 1146 people were concerned that proposals for 12 hour bus lanes, and the resultant loss in parking and loading spaces would be negative for businesses. These measures are not included in the recommendations to Committee at this time.
- 3.2.11 For the avoidance of doubt, no red route is being recommended to the Committee for their endorsement at this stage. Any proposal for the implementation of a red route would be contingent upon the post implementation review of the proposals included in this report.
- 3.2.12 For context, a red route would include replacing yellow lines with red lines to allow more effective camera enforcement of illegal parking. Red routes are one option available to Traffic Authorities to enforce illegal parking or loading more effectively. However, parking, loading and unloading can still be accommodated on red route corridors during certain periods. The determining factor for the times that parking is allowed on red routes are normally the hours of operation of bus lanes, or those periods when corridors experience congestion. For example, a red route could be introduced on a corridor that has morning and afternoon peak period bus lanes, such as the current arrangements on London Road, Abbeydale

Road and Ecclesall Road, with parking and loading provided in the inter-peak period.

- 3.2.13 Seven petitions were also submitted to the Council opposing amendments to bus lane hours of operation and/ or opposing red routes. These were considered in line with the procedures on petitions. A summary of the petitions is attached as Appendix D. Again, endorsement of the implementation of a red route is not being recommended for endorsement by members at this stage.
- 3.2.14 It is therefore recommended that this project would initially include the implementation of bus priority works at or near junctions along Abbeydale Road and Ecclesall Road with proposed amendments to localised Traffic Regulation Orders (TROs). Existing bus lane hours of operation would also be camera enforced. These proposals are not expected to have an adverse impact upon businesses.
- 3.2.15 The statutory consultation proposed is planned to be undertaken as part of the promotion of the TRO for the junction improvements and traffic management amendments at or near junctions only.
- 3.2.16 Officers will continue to work with SYMCA to assess conditions for public transport on the London Road, Abbeydale Road and Ecclesall Road corridors, including monitoring of the benefits arising from the implementation of the measures that will be developed through to implementation.
- 3.2.17 The review will include investigations such as evaluating the impact of the project upon bus journey time consistency and reliability, and the impact upon the numbers of vehicles parked illegally. Officers will also work with stakeholders such as the Mayoral Combined Authority and bus operators to determine the effectiveness of the measures implemented. This further review will assist in determining if further bus priority measures are required on these corridors. If further measures are proposed an assessment of the implications will be undertaken including the economic, equalities and environmental impacts.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 The screening and assessment of equality impacts of the South West Bus Corridors suggests that the implementation of infrastructure improvements at or near junctions, traffic signal upgrades with buses given priority at junctions and the enhanced enforcement of existing bus lane hours of operation with cameras is unlikely to result in negative equality impacts for any protected group. Therefore, no mitigation measures are proposed. Currently blue badge holders are permitted to park for up to 3 hours on yellow

lines along both corridors, where there are no loading restrictions in place.

- 4.1.2 The project will generally have a positive effect by giving more opportunities to people in all groups to access services, employment, education, medical facilities, leisure and recreational opportunities. This will give independence to older and younger users, parents with young children, and those with disabilities.
- 4.1.3 Increasing the proportion of journeys made by public transport will bring about improvements in air quality, which will benefit the health of local residents and workers.

4.2 Financial and Commercial Implications

- 4.2.1 The funding source for the implementation and development of the project is the Transforming Cities Fund (TCF) programme administered by the South Yorkshire Mayoral Combined Authority (SYMCA). There is an allocation of £2.5m within this programme for the scheme.
- 4.2.2 An Outline Business Case for the South West Bus Corridors Project has been approved by the SYMCA providing development funding of £457,460. However, spend to date on this development work is £984,809 forecast to rise to £1,139,290. This additional expenditure will be recoverable on submission of the Final Business Case.
- 4.2.4 The detailed design stage is planned to be complete in July 2023 at which stage the implementation cost estimates will be confirmed. Subject to the statutory consultation process a Full Business Case will be submitted to SYMCA for final approval of the funding required to implement the scheme and meet the additional development and design costs.

4.3 Legal Implications

- 4.3.1 The Committee is not making a decision as to whether the proposals detailed in this report are progressed. The recommendations only concern the Committee's *endorsement* of the proposals rather than an approval which determines whether they may be taken forward. However, certain elements included within the proposals must be returned to the Committee for a decision if, during the progression of those elements, the relevant requirements (as stated within the Council's constitution) are fulfilled.
- 4.3.2 For example, Traffic Regulation Orders may be promoted (i.e. proposals advertised) pursuant to an officer decision. If objections which are not irrelevant are received in respect of a TRO, the matter of whether to proceed with the making of that TRO must be returned to the Committee. A report detailing the relevant legal implications of that decision will be prepared if that occurs. If the

Council does not receive objections in respect of that TRO then a decision to make it may be made under officer authority.

- 4.3.3 Outside of certain specific situations detailed in the Council's constitution, matters which are subject to the Committee's decision-making powers cannot be taken forward pursuant to an officer decision (and vice versa).
- 4.3.4 With that said, the Committee is asked to note that the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.
- 4.3.5 The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on that network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. Section 17 of the 2004 Act imposes a duty upon to Council to make such arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the network management duty.
- 4.3.6 Section 18 of the Act requires that the Council shall have regard to guidance of the appropriate national authority about the techniques of network management or any other matter relating to the performance of the duties imposed by sections 16 and 17 of the Act. The proposals described in this report are considered to fulfil those duties in accordance with the aforementioned statutory guidance.
- 4.3.7 Regulation 11 of the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 provides the circumstances in which parking contraventions detected solely with a camera and associated recording equipment (an approved device) may be enforced. These are:

- bus lanes
- bus stop clearway or bus stand clearway
- 'keep clear' zig-zag area outside schools
- red route
- parking or a loading restriction within a mandatory cycle lane

The restrictions proposed for camera enforcement in this report fall within these categories.

4.4 Climate Implications

4.4.1 The Climate Change Impact Assessment has considered the impact of the proposed project interventions on climate change.

4.4.2 The Council declared a Climate Emergency in February 2019 and through its 10-Point Plan for climate action is committed to a carbon neutral target by 2030. The South West Bus Corridors Project contributes towards this commitment by:

- Encouraging commuters to consider more sustainable travel options.
- Reducing congestion and air pollution due to fewer vehicles travelling along the corridors.

4.4.3 Transport is a major contributor to CO2 emissions in Sheffield and schemes such as this are important in contributing towards safer and less congested roads while contributing towards improving air quality.

4.4.4 The potential for reduced emissions will contribute to the overall resilience to climate change.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 Option A – Do Minimum

5.1.1 This option assumes no investment from the Transforming Cities Fund and therefore no additional infrastructure. Doing nothing is not considered an appropriate option and would not address the delays to buses.

5.2 Option B – (Preferred option)

5.2.1 Bus priority works and traffic management amendments at or near junctions along London Road, Abbeydale Road and Ecclesall Road. Existing bus lane hours of operation would also be camera enforced.

There were few concerns with the proposed bus priority works and traffic management amendments at or near junctions along the

corridors. The main concerns were regarding any potential amendments to parking restrictions and bus lane operating hours.

6. REASONS FOR RECOMMENDATIONS

6.1 Officers have investigated alternative options and on balance consider the initial implementation of the bus priority works at or near junctions along with the camera enforcement of existing bus lane hours of operation to be the best solution. Following the implementation of these works a review will be undertaken to determine if further bus priority measures are required.

6.3 It is therefore recommended that TRC Policy Committee:

- Endorse the implementation of a series of bus priority works at or near specific junctions along London Road, Abbeydale Road and Ecclesall Road, including amendments to sections of bus lanes and a system of traffic signal upgrades with buses given priority at junctions.
- Note that the Head of Strategic Transport, Sustainability and Infrastructure will promote a Traffic Regulation Order for these measures and statutory consultation will be undertaken with any objections reported to a future TRC Committee for a final decision.
- Endorse that the existing bus lane hours of operation on London Road, Abbeydale Road and Ecclesall Road corridors will be enforced using camera technology.
- Endorse that a further review of the public transport conditions on these corridors including an assessment following the implementation of these works to determine if further bus priority measures are required.