



Individual Cabinet Member Report

Author/Lead Officer of Report: David Ramsden,
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Report to: Cabinet Member for Environment and Transport
Date of Decision: *not before 30th January 2019*
Subject: Report the measures to assist buses on Langsett Road, Hillsborough and objections to an advertised TRO.

Which Cabinet Member Portfolio does this relate to? Environment and Transport

Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing

Has an Equality Impact Assessment (EIA) been undertaken? Yes No
If YES, what EIA reference number has it been given? 446

Does the report contain confidential or exempt information? Yes No
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:

This report describes the proposals for improving bus services at Hillsborough Interchange and reports objections to the proposed TRO.

Recommendations:

The Traffic Regulation Order is made in accordance with the Road Traffic Regulation Act 1984;

Introduce the associated highway works, lining and signing as shown in Appendix B (SD_2066_LRD_P01B);

Carry out the works necessary so as to implement the aforementioned traffic management measures;

Background Papers:

Appendix A: Original scheme/TRO proposals drawing

Appendix B: Revised scheme/TRO proposals drawing.

Appendix C: Objections – full responses

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: Gaynor Saxton 9 th January 2019
	Legal: Bob Power / Richard Cannon 30 th January 2019
	Equalities: Annemarie Johnston 8 th January 2019
<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	Lead Officer Name: David Ramsden
	Job Title: Senior Engineer
Date: 30 th January 2019	

1. PROPOSAL

- 1.1 SYPTE and bus operators, First Group and Stagecoach, identified service delays at Hillsborough Interchange as a result of increased demand and number of services.
- 1.2 Additional capacity is needed to provide efficient bus services. An existing parking lay-by has been identified on Langsett Road adjacent to Hillsborough Interchange that is to be converted into a double bus lay-by including a clearway.
- 1.3 The existing pay parking will be relocated partly to Hatton Road and partly to another, currently unrestricted, lay-by on Langsett Road. Additional unrestricted parking will be provided on Hatton Road to offset the relocation of the pay for parking.
- 1.4 The original scheme proposals are shown in Appendix A. The revised scheme following consultation is shown in Appendix B.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The primary function of the scheme is to improve bus services at Hillsborough Interchange. To facilitate this, changes to the existing waiting restrictions are proposed to maintain existing pay for parking in the vicinity.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Legislation requires a 3 week consultation period to be provided, during which affected parties can submit comments on the proposals. The consultation took place between 11th June 2018 and the 5th July 2018. Officers consulted businesses and residents on Langsett Road and Hatton Road. 4 street notices were put up and an advert was placed in a local newspaper. Statutory consultations (Police, Fire, ambulance, bus) were sent out.
- 3.2 Responses have been received from the consultation:
 - One response supported the proposals. (SYPTE)
 - Four responses objected to the proposals

A full presentation of the responder's comments is given in Appendix C

3.3 Objectors comments and officer responses:

1. Objection:

- A reduction in parking spaces would negatively impact local businesses; and
- Creates a road safety hazard as drivers would be forced to park on the opposite side of the road or carry out U-turns.

Response:

- Overall the number of parking spaces both pay & display and unrestricted is the same, albeit not in the same location but nearby.
- Drivers have a responsibility to manoeuvre and park in a safe manner.

2. Objection:

- A business owner identified a fire exit that they felt would be compromised by provision of an adjacent parking bay.

Response:

- No response was received from South Yorkshire Fire and Rescue on the proposals. The scheme has however, been amended to maintain a short section of no waiting restriction adjacent to the fire exit.

3. Objection:

- The scheme reduces parking spaces for residents.
- Bus idling at the stop and passenger noise is intrusive, particularly during warm weather when windows are open.
- With a bus depot close by, doesn't understand the need for a temporary stop in the first place.
- Langsett Road is congested. Adding a bus coming in and out of the lanes will create more congestion on side roads as people avoid Langsett Road.

Response:

- The scheme maintains existing parking provision nearby that will be available for residents.
- Bus operators have been requested, via SYPTE, not to idle buses at the stop.
- As part of the works the existing temporary bus shelter will be turned around to screen residential properties opposite from passenger noise.
- The adjacent bus depot (interchange) is overloaded. The

lay-by has been used as a temporary stop during the tram track replacement works and continues to work efficiently.

- The number of buses using the interchange has increased which has resulted in the need for additional capacity. There is not expected to be any significant change to traffic congestion as a result of these changes.

4. Objection:

- Reduction in unrestricted parking availability would negatively impact on the ability of customers, some with special educational needs and physical impairments, to access the Centre on Langsett Road.
- Converting Hatton Road to Pay & Display parking would negatively impact the business on Dodd Street.

Response:

- The original proposals converted the lay-by outside the 393 Club and the spaces on Hatton Road to wholly pay & display parking. This, in light of the comments received has been revised to partial pay & display parking in the lay-by and on Hatton Road. Vehicles displaying a blue badge can park for up to 3 hours in pay & display bays. Overall the total number of pay & display and free parking spaces is remaining the same.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 An Equality Impact Assessment has been carried out for the scheme. Overall there are no significant differential, positive or negative, equality impacts. The proposed measures benefit everyone, but in particular public transport users and operators.

4.2 Financial and Commercial Implications

- 4.2.1 The costs for the highways works will be met from the 'Local Transport Plan' TTAPS project Bus Hotspots Phase 1 18/19.

- 4.2.2 Scheme works costs are estimated at £23131 including a commuted sum of £602

4.3 Legal Implications

- 4.3.1 The Council has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report, including the marking of a bus stop clearway. The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). In exercising the powers under the 1984 Act, the Council must have regard to its duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).
- 4.3.2 Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations'). The Council has complied with these requirements and has considered any duly made public objections received as a result.

4.4 Other Implications

- 4.4.1 No other implications.

5. **ALTERNATIVE OPTIONS CONSIDERED**

- 5.2 Converting all the available parking spaces on Hatton Road and the full lay-by outside the 393 Club on Langsett Road to pay for parking was considered but revised following consultation.

6. **REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed highway works and TRO will ease pressure on Hillsborough interchange making bus services more efficient. It will provide adequate pay for and free parking in the vicinity that will offset the loss of the pay for parking in the existing lay-by.