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**Report of:** Director of City Growth  
**Report to:** Cabinet Member for Environment and Transport  
**Date of Decision:** 11<sup>th</sup> March 2020  
**Subject:** Measures to assist buses at Manor Park Centre

Is this a Key Decision? If Yes, reason Key Decision:-	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
- Expenditure and/or savings over £500,000		<input type="checkbox"/>		<input type="checkbox"/>
- Affects 2 or more Wards		<input type="checkbox"/>		<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
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:**

This report describes the proposals for improving bus services at Manor Park Centre and the details of the consultation response.

**Recommendations:**

1. Make the Traffic Regulation Order as advertised in accordance with the Road Traffic regulation Act 1984.
2. Carry out the associated highway works, lining and signing so as to implement the traffic management measures as shown in Appendix A.

**Background Papers:**

Appendix A: Scheme/TRO proposals drawing

<b>Lead Officer to complete:-</b>	
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 28.01.20
	Legal: Richard Cannon 06.02.20
	Equalities: Annemarie Johnston 10.12.19
	Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.
2	<b>EMT member who approved submission:</b> Edward Highfield
3	<b>Cabinet Member consulted:</b> Cllr Robert Johnson
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> David Ramsden
	<b>Job Title:</b> Senior Engineer
	<b>Date:</b> 10 <sup>th</sup> March 2020

## **1. PROPOSAL**

- 1.1 SYPTE and bus operators, First Group and Stagecoach, identified service delays at Manor Park Centre as part of the bus hotspots liaison group.
- 1.2 At Manor Park Centre there are two bus stops on street, one city bound and one opposite in a lay-by. Access to both stops is causing service delays. The geometry of the lay-by results in buses having difficulties approaching and docking with the boarding point. The approach to the city bound bus stop is also often restricted due to parked vehicles which results in the bus not being able to access the boarding point and passengers stepping in to the road to get on the bus.
- 1.3 A scheme has been developed to address these issues by adjusting the entry angle to the lay-by and introducing waiting restrictions to restrict parking via a Traffic Regulation Order (TRO). An additional pedestrian crossing point is also to be introduced adjacent to the bus stops to assist users and the general public in crossing the road to access the nearby shopping area. The existing entrance protection markings adjacent to the pedestrian crossing points are to be upgraded to waiting restrictions, via TRO, to ensure pedestrian routes are kept clear of parked vehicles.
- 1.4 Following feedback from the consultation, a Doctors Only parking bay is to be introduced as part of the waiting restrictions on Manor Park Centre.
- 1.5 The scheme proposals are shown in Appendix A.

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

- 2.1 The primary function of the scheme is to improve bus services at Manor Park Centre. However the scheme also improves accessibility.

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

- 3.1 Legislation requires a 3 week consultation period to be provided in respect of the TRO, during which affected parties can submit comments on the proposals. The initial consultation took place during September 2018. Officers consulted businesses and residents around Manor Park Centre. 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 No objections were received to the 1st consultation, which was supported by the local councillors and residents association. Additional restrictions and a dedicated parking space for Doctors were requested as part of the consultation feedback.
- 3.3 Subsequently a revised scheme was promoted and a 2nd 3 week

consultation took place during May 2019. Officers again consulted businesses and residents around Manor Park Centre. Street notices were put up and an advert was placed in a local newspaper. Statutory consultations (Police, Fire, ambulance, bus) were sent out. There were no objections to the revised proposals.

#### **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 Bus Hotspots project. 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 19/20.

Scheme works costs are estimated at £35200 including a commuted sum of £600.

##### **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 Council has complied with these requirements. It must consider all objections duly made, however no objections have been made In respect of the proposals detailed in this report.

##### **4.4 Other Implications**

4.4.1 No other implications.

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

5.1 Doing nothing was considered, however this would not address the

service and accessibility issues at this location.

- 5.2 Limiting the scheme to introducing waiting restrictions alone was also considered, but discounted as having lesser overall benefit to public transport users than the scheme as presented.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed highway works and TRO will ease pressure on Manor Park Centre making bus services more efficient. It will provide additional crossing facilities for bus users and the public in general improving accessibility for all.

Appendix A

