



## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **PROPOSED BUS STOP CLEARWAYS - SHIREOAKS**

### **CONSIDERATION OF OBJECTIONS**

#### **Purpose of the Report**

1. To consider the objections received in respect of proposed bus stop clearways in Shireoaks and whether the clearways will be implemented.

#### **Information and Advice**

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and in 2009 adopted a policy for the Provision of Bus Stops and Shelters in Nottinghamshire, which outlined the minimum standards for roadside bus infrastructure. In line with this policy and as part of the County Council's ongoing commitment to improve public transport, works are planned to make it easier for buses to stop and enable passengers to board and alight safely and in comfort.
3. Nottinghamshire County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. These bus stops are then assessed for suitability and agreed as part of the Integrated Transport Measures (Bus Improvements) programme for improvement works. In order to help alleviate issues with indiscriminate parking bus stop clearways are installed to prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
  - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
  - Ease congestion as a correctly aligned bus will not block the road for other road users;
  - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
  - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
  - Ensure that bus services operate on time and are not delayed.

1. Where parking enforcement has been decriminalised (as in Nottinghamshire) bus stop clearways do not require a Traffic Regulation Order (TRO) but are nevertheless enforceable by Civil Parking Enforcement Officers, and operating hours can be adjusted to reflect bus services' hours of operation. At the Transport and Highways Committee report on 11th September 2014 it was agreed that outstanding objections received for bus stop clearways will reported to the Service Director for Highways or, in certain circumstances to Transport & Highways Committee for their consideration.
  
4. Due to ongoing historic issues in Shireoaks with indiscriminate parking causing difficulties for buses to access stop the County Council undertook a consultation exercise to introduce clearways (0600 – 1800hrs, 7 days a week) at the following stops:
  - Bus stop ref BA0360 (outside number 43 and 44 Shireoaks Row)
  - Bus stop ref BA0361 (outside number 12 and 13 Shireoaks Row)  
Also requires the relocation of an advisory disabled parking bay 4 metres from its current position in a south westerly direction.
  - Bus stop BA0362 (opposite number 9 Shireoaks Row)
  - Bus stop BA0921 (opposite number 36 Shireoaks Row)  
Also includes a new bus stop pole and installation of raised kerbs
  - Bus stop ref BA1078 (outside 27 Shireoaks Common)
  - Bus stop ref BA1079 (outside 34 Shireoaks Common)
  - Bus stop BA1081 (outside 88 Shireoaks Common)  
Also includes a new bus stop pole and installation of raised kerbs
  
5. Shireoaks is a small village approximately 4km north-west of Worksop town centre. Shireoaks Row is located at the south-western end of the village and is part of the Conservation area. The houses on Shireoaks Row are situated on one side of the road and comprised mainly of terraced cottages. The majority of properties have access to garages and/or off-street parking at the rear via a shared un-metalled access road. Whilst unrestricted parking is currently available on Shireoaks Row itself, the road is only wide enough to accommodate parking on one side and on-street parking is therefore at a premium. Shireoaks Common is a continuation of the main road through the village, properties along this section tend to be detached or semi-detached and most have off-street parking provision.
  
6. In addition to the bus stop clearways, the County Council undertook a separate consultation to introduce the following:
  - 'No Waiting At Any Time' (double yellow line) at the junction of Shireoaks Road Thorpe Lane / Shireoaks Common;
  - 'No Waiting At Any Time' (double yellow line) at the junction of Shireoaks Row and the private road at side of the old Station Hotel;
  - Parking bay – 30 minutes limited way outside the convenience store and butchers on Shireoaks Row.

Objections were received to these proposals with concerns over a reduction in on-street parking provision. These are also being considered at Transport and Highways Committee on 18<sup>th</sup> June 2015.

7. The bus stop clearway proposals were consulted on during February 2015 with letter sent to affected local residents, businesses, church, Parish Council and local County Councillor.

## **Objections Received**

8. A total of eleven responses (including the Parish Council) were received to the consultation and these are all considered outstanding to some or all of the proposals.

9. Objections – Shireoaks Row

Most respondents acknowledged the need for passenger safety and bus improvements, but the common theme to all outstanding objections was that the restrictions would further reduce the availability of on-street parking and / or that parking may migrate to other areas of Shireoaks Row and Shireoaks Common. Other issues raised include:

- Low volume of passengers on the bus services;
- Bus services do not currently operate on a Sunday;
- Concerns over enforcements;
- Suggests that bus bays are installed on side of road opposite to properties;
- Disagrees with proposals to move the disabled bay;
- The church has services / events on throughout the week and not just on Sundays, considers that the clearways in addition to the proposed double yellow line will further restrict parking options.

### Response – Shireoaks Row

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. If the bus is able to correctly pull up to the kerb, traffic flow can be maintained around the bus by passing manoeuvres. Most respondents acknowledge parking issues in the village and this is a key driver for the proposed restrictions.

Whilst, the primary purpose of the highway is to facilitate the movement of people and vehicles it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. In response to the issues raised it is proposed that the timing of the restriction is amended to exclude Sundays when services do not currently operate. If this changes in the future then restrictions may need to be modified to accommodate the revised timetable.

In order to balance the ongoing demand for on-street parking provision and improve public transport infrastructure it is also proposed not to install the clearway restrictions at stops BA0360 (outside number 43 and 44 Shireoaks Row) and BA0921 (opposite 36 Shireoaks Row – close to St Luke's Church). The planned installation of a bus stop flag and raised kerb for stop BA0921 will still be undertaken. These changes will still provide a clearway accompanied by raised kerbs at a stop in each direction along Shireoaks Common.

As part of Traffic Regulation Order 1183 the length of proposed double yellow lines adjacent to St Luke's Church on Shireoaks Row will be shortened and the existing advisory 'H bar marking' maintained. It is considered that this revision together with removing the introduction of the clearways at this end of Shireoaks Common will help with the competing demands on parking between residents and visitors to the church.

The advisory disabled bay marking outside number 19 will be moved slightly to facilitate the introduction at the existing bus stop and the affected resident has been included in the consultation. The disabled bay marking outside number 22 will not be affected by the proposals and the lining will be refreshed as part of the works.

10. Objections – Shireoaks Common

An objection was received to the proposed clearway at stop BA1081 outside 88 Shireoaks Common Shireoaks from a local resident. Issues raised were similar to residents on Shireoaks Common but in addition concern were raised about waiting buses blocking access to residential driveway, noise and fumes from buses and loss of parking outside property.

Response – Shireoaks Common

The bus stop is not a timing point and is only used should passengers call the service to board or alight at this location and if the bus service does stop then this is only for a short duration. Residential properties around this location also have off-street parking provision.

The timing of the bus stop clearway will also be amended to exclude Sundays in line with the proposals for other clearways further along Shireoaks Common.

## **Other Options Considered**

11. Other options considered relate to the length of time and number of days that the bus stop clearway is in force. However as identified above the demand for on-street parking is recognised and so the restrictions have been amended to best balances the competing needs for highway space.

## **Comments from Local Members**

12. The local County Councillor Sybil Fielding is in support of the revised recommendation detailed in the report.

## **Reason/s for Recommendation/s**

13. The restrictions proposed are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns whilst improving accessibility of bus services.

## **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Crime and Disorder Implications**

15. Nottinghamshire Police raised no objections to the proposals.

## **Financial Implications**

16. The scheme is being funded by the Integrated Transport Measures (Bus Improvements) budget and works will cost in the region of £1,500.

## **RECOMMENDATION/S**

### **It is recommended that:**

1. Transport and Highways Committee approves the introduction of Bus Stop Clearways with a reduced hours of operation (0600 – 1800 hrs, Monday to Saturday) at the following bus stops:

- BA0361 (outside number 12 and 13 Shireoaks Row)  
Also requires the relocation of an advisory disabled parking bay 4 metres from its current position in a south westerly direction.
- BA0362 (opposite number 9 Shireoaks Row)
- BA1078 (outside 27 Shireoaks Common)
- BA1079 (outside 34 Shireoaks Common)
- BA1081 (outside 88 Shireoaks Common)  
Also includes a new bus stop pole and installation of raised kerbs

2. Transport and Highways Committee notes the removal of the proposals to implement Bus Stop Clearways at the following stops:

- BA0360 (outside number 43 and 44 Shireoaks Row)
- Bus stop BA0921 (opposite number 36 Shireoaks Row)

Objectors will be informed accordingly and revised proposals are shown on the attached drawings H/04078/2076/15A, 16A and 17A.

**Neil Hodgson**  
**Service Director (Highways)**

**Name of Report Author:**  
Mike Barnett

**Title of Report Author:**  
Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**  
Helen R North (Improvements Manager)

T – 0115 977 2087

**Constitutional Comments (LMcC 27/05/15)**

17. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

### **Financial Comments (GB 26/05/15)**

18. The financial implications as set out in paragraph 17 of the report.

### **Background Papers and Published Documents**

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Reports:

Proposed Change To the Process Of Managing Objections To Bus Stop Clearways, 11<sup>th</sup> September 2014 (Agenda Item 5)

### **Electoral Division(s) and Member(s) Affected**

Worksop North

Councillor Sybil Fielding