

Report to: Lead Member for Community Services

Date of meeting: 27 April 2016

By: Director of Communities, Economy and Transport

Title: Laton Road Bus Stop Clearways

Purpose: To consider objections received to the introduction of two bus stop clearways in Laton Road, Hastings

RECOMMENDATIONS: The Lead Member is recommended to:

- (1) Note the concerns raised by the objectors; and**
 - (2) Approve the introduction of bus stop clearways in Laton Road, Hastings.**
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1 Background Information

1.1. The Department for Transport recognised the importance of preventing the obstruction of bus stops and the requirement for a Traffic Regulation Order (TRO) to be made was relaxed in 2002. Bus Stop Clearways (BSC) are now introduced by notice and are provided in line with adopted County Council Policy No. PS 4/33. This policy was approved by the Lead Member for Transport and Environment at his meeting on 6 November 2006 and is attached as Appendix 1.

1.2 A request for a BSC in Laton Road, Hastings opposite its junction with Baldslow Road, was made by a local resident via the Borough Councillor. The request for a BSC was supported by Stagecoach who made an additional request for a BSC adjacent to the Baldslow Road junction to avoid moving the problem to the opposite stop. The Local County Member was copied into the original request and subsequent correspondence and is aware of the objections received and supports the proposal for the introduction of these BSCs.

2 Supporting Information

2.1. Laton Road has a high level of on street parking. The majority of residents have access to off street parking for multiple vehicles within their own property boundaries. As far as we are aware the vehicles parked on street are primarily not related to residents. Laton Road is located within half a mile of the town centre and close to an area covered by residents parking permit restrictions. There is a dance centre and church as highlighted on the plan included in Appendix 2 which generates additional demands for parking in the road.

2.2. Laton Road is served by bus routes 21 and 21A with buses running every 15 minutes. The stop opposite Baldslow Road operates between 07.04 and 18.30 Monday to Friday (07.45 on Saturday). The stop adjacent to Baldslow Road is served between 07.36 and 22.05 Monday to Friday (08.21 Sat) and from 10.06 to 18.06 on Sundays.

2.3. A BSC was requested to reduce disruption to this regular bus service and enable buses to pull in parallel to the kerb to allow disabled passengers to board and alight safely.

2.4. The requirement for the BSCs was confirmed with the bus operator and the problem observed on multiple site visits (see Appendix 3).

2.5. Consultation has been carried out in accordance with the County Council policy. Notices and plans (see Appendix 4) were posted on site for a period of 28 days and hand delivered to those properties immediately affected. Copies were sent to Stagecoach, the County and Borough Councillors.

2.6. The need for the BSCs on traffic management grounds was established by the local Traffic Engineer.

2.7. The proposals will displace vehicles parked on street; however we have mitigated this by reducing the length of the clearways and operational hours where possible.

2.8. The provisional cost of each bus stop clearway is approximately £250 and will be met from existing revenue budgets.

3 Conclusion and Reasons for Recommendations

3.1. The need for the BSCs was identified by the site assessments undertaken by the Traffic Engineer. This was supported by information provided by the bus operator Stagecoach.

3.2. Objections were received in response to these proposals which are summarised in Appendix 5. A number of comments received were not relevant to the proposal and have not been detailed in the summary. Direct replies were provided in regards to all concerns raised.

3.3. The primary objections were that the BSCs would increase pressure on parking resulting in residents' driveways being obstructed and safety concerns surrounding removal of parked vehicles approaching the junction of Baldslow Road and the bends resulting in increased vehicle speeds.

3.4. A site visit was made with two additional Road Safety Officers and the County's Principal Road Safety Officer to verify that the proposals would not be detrimental to safety.

3.5. Stagecoach has confirmed that all their bus routes have undergone a full route risk assessment which is reviewed periodically.

3.6. The provision of the clearways will be monitored to determine if additional measures are appropriate to be taken forward by our Parking Team subject to relative priority. Any proposals of this nature would be subject to a TRO and full public consultation.

3.7. Guidance published by Transport for London specifies a BSC length of 37 metres in order to allow sufficient clear entry, space to stop parallel to the kerb and clear exit. Stagecoach buses are of a different design and a length of 31 metres adequately meets their needs as shown in Appendix 6. Taking account of driveways and existing restrictions as entry and exit tapers allowed this length to be reduced as shown in Appendix 4. A further visit to the site identified additional scope to reduce the proposed lengths to 18 metres on the north side and 22.5 metres on the south side as shown in Appendix 7.

3.8. Ideally BSCs should operate 24 hours a day which is supported by Stagecoach. The Parking Team requested either 24 hours a day or 7am to 7pm restrictions for ease of enforcement. To balance the various competing needs of all road users we have agreed that the BSC adjacent to Baldslow Road will operate 24 hours a day with the BSC opposite Baldslow Road operating 7am to 7pm Monday to Saturday.

3.9. The requirements of Policy PS 4/33 have been met in this case and the Lead Member is therefore recommended to agree that the bus stop clearways are provided in line with this policy at the reduced length as shown on the Plan included in Appendix 7.

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LOCAL MEMBERS

Councillor Godfrey Daniel

BACKGROUND DOCUMENTS

None