



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

BUS STOP CLEARWAYS - EMBER LANE, ESHER

1 MARCH 2010

KEY ISSUE

There are two locations on Ember Lane in Esher where cars are habitually parking in bus stops, preventing passengers from boarding and alighting buses safely. We propose to implement clearways to allow enforcement of parking restrictions in these bus stops.

SUMMARY

Due to the proximity of the sites to Esher Station, it is believed that commuters using the railway station are parking on this residential road to avoid paying the station parking charge. At present there are bus stop cages marked on the road but without the regulatory yellow clearway markings the parking restrictions cannot be legally enforced.

OFFICER RECOMMENDATIONS

The Local Committee Elmbridge is asked to agree that:

- (i) The proposals for implementing two bus stop clearways on Ember Lane, Esher are endorsed.

1 INTRODUCTION AND BACKGROUND

- 1.1 There are two locations on Ember Lane in Esher where cars are habitually parking in bus stops, preventing passengers from boarding and alighting buses safely. We propose to implement clearways to allow enforcement of parking restrictions in these bus stops.
- 1.2 This proposal relates to two stops on the 515 service, an important route between Guildford and Kingston.
- 1.3 Members will be aware that bus stop clearways can be enforced under Civil Parking Enforcement (CPE) and that the Borough acting on our behalf can issue Penalty Charge Notices (PCN). Unlike waiting restrictions and parking places it is not legally necessary to introduce a Traffic Regulation Order to support the lining and signing of the clearways. This is provided by national legislation. It is necessary however for the Committee to give approval to the clearway introduction in order to provide a 'audit' trail for the collection of any PCNs.

2 ANALYSIS

- 2.1 In a broader sense we as an authority are trying to encourage sustainable forms of travel, which in terms of passenger transport means making buses more accessible and easier to use. The current situation at Ember Lane means buses are unable to pull into the kerb due to parked cars, forcing passengers to board and alight in the road. This is particularly inconvenient for passengers with mobility difficulties and people with pushchairs.

3 OPTIONS

- 3.1 The two options are to implement the clearways or to leave the bus stops as they are.

4 CONSULTATIONS

- 4.1 This issue was first brought to the attention of the Passenger Transport Group by the Neighbourhood Policing Team, who had received a number of complaints from residents.
- 4.2 Assuming these proposals are approved by Local Committee, we would conduct some localised consultation in the form of leaflet drops and flyers to inform residents in the vicinity of the works and ensure that the cars that are currently parking in the bus stops are not there when the contractors arrive on site to paint the new road markings.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The implementation of two clearways by Carillion's sub-contractor will cost around £500. We are also hoping to re-use two 7am-7pm parking

restriction plates, thus reducing further the cost to the County Council. The work will be paid for out of the Passenger Transport Group's capital budget.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 As mentioned above, the proposals will improve the accessibility of public transport for all, but particularly those with mobility impairments and those with young children in pushchairs.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 The proposals seek to enhance community safety by making it safer and easier for people to use their local bus service.

8 OTHER IMPLICATIONS

- 8.1 None

9 CONCLUSION AND RECOMMENDATIONS

- 9.1 Implementation of these two clearways on Ember Lane is a quick and cost effective solution to a longstanding parking problem in Esher. By enforcing parking restrictions in bus stops the County Council is also sending out the right messages to car users, bus passengers and residents in terms of how we prioritise and encourage sustainable travel. I encourage Elmbridge Local Committee to endorse these proposals.

10 REASONS FOR RECOMMENDATIONS

- 10.1 The only alternative is to take no action, which would result in a missed opportunity to improve access to public transport and will frustrate local residents who have complained about this issue.

11 WHAT HAPPENS NEXT

- 11.1 Assuming these proposals are agreed, the next step is to arrange for the contractor, Carillion, to slot the works into their forward programme. Once a date for the works is arranged, the Passenger Transport Group in partnership with the Neighbourhood Policing Team will organise the consultation with residents and car owners.

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BACKGROUND PAPERS: None