



**“BUS BOARDERS”
PROGRAMME FOR 2004/2005**

**LOCAL COMMITTEE FOR WOKING
14 JULY 2004**

KEY ISSUE:

To inform the Committee about the detail of the installation of the “Bus Boarder” programme for 2004/2005.

SUMMARY:

As part of a continuing programme to install raised kerbs at all bus stops within the local area, this report outlines the detailed works proposed for the year 2004/2005. It will include the assessment and rationalisation of bus stops, with the installation of “Bus Boarder” kerbs to comply with current legislation, to improve and enhance bus operations and services, to encourage modal shift.

CONSULTATIONS:

“Arriva” Bus company has been consulted.

“Woking for Pedestrians”, Surrey Association for Visually Impaired & North West Surrey Association for Disabled People have been consulted.

The residents of the area in the vicinity of Sutton Green Village Hall and the Mayford Village Society have been consulted.

Following discussions at the April Committee Meeting, Divisional and Borough Ward Members undertook a bus stop audit of the Quality Bus Partnership Route 91 and 34/35 within the Goldsworth Park and Knaphill areas. This took place on the 30 June 2004 and an oral presentation of the output from this assessment will be made to the committee at the meeting.

OFFICER RECOMMENDATIONS:

The Committee is asked to note the report.

INTRODUCTION and BACKGROUND

1. "Bus Boarder" kerbs are a system of raised kerbs installed at a bus stop, to minimise the distance between the entrance platform of the bus and the kerb line. It is essential that the bus can stop parallel to the raised kerbs, in order to minimise the gap and to leave the stop without excess delay. The buses deployed on the Quality Bus Routes are fitted with a "Kneeling" action, operated by the driver to bring the level of the bus platform in line with the kerb. This then assists everybody but in particular the visually impaired, the disabled, persons using wheelchairs and parents with children and their pushchairs. It enables them to board and alight the bus more easily, which enhances the service operated by the bus company and encourages a greater use of the service.
2. The proposed works form part of an ongoing programme to improve the bus stops within the Quality Bus Partnership route in the local area and involves the replacement of normal height kerbs with the raised "Bus Boarder" kerbs.
3. The works comply with guidelines set out in the Department for Transport's. Publication "Inclusive Mobility" as part of the Disability Discrimination Act 1995 and primarily assists persons with mobility and disability problems to board and alight buses. It is in line with the Local Transport Plan aims and objectives to encourage modal shift to other forms of transport.
4. "Arriva" buses, as part of their commitment to the Partnership have introduced low floor buses to serve the route, however, their drivers have experienced difficulties in accessing bus stops within existing lay bys with the new, longer buses, i.e. to stop the bus parallel to the kerb and to kneel to the desired level and then to return to the traffic flow. As a result there has been inconvenience to passengers and delays to timetable schedules. The programme seeks to overcome these problems.

ANALYSIS AND COMMENTARY

5. The 2004/2005 programme involves improvements to the bus stop infrastructure on the Quality Bus Routes within the local area. It will include assessment and rationalisation of those outstanding stops on route 91 and significant stops on routes 34 and 35. This will involve consideration as to the frequency of stops to be within 300 metres of dwellings and in any case no more than a five minutes walk, They should be at locations where the least possible disturbance is caused to local residents, where new routes have been introduced, or where operators have indicated the stop is detrimental to service schedules.
6. The works will involve, where appropriate, the redesign or removal of some lay bys with due regard to the category or nature of the road in question, whether it is a major principal road or a local distributor road, with their associated traffic problems. All sites have been identified as a result of representations from the Bus Company and local groups. All will be installed with "Bus Boarder" kerbs.

7. Annex A outlines the proposed locations for improvements within the 2004/2005 programme.

FINANCIAL IMPLICATIONS

8. The proposals form part of the Committee's Local Transport Plan Programme agreed at its meeting in April 2004 and has identified a sum of £60,000, to be funded from the 2004/2005 budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

9. The proposals will encourage more journeys by public transport in line with Local Transport Plan targets. The proposals at Sutton Green and Mayford Green will improve facilities and enhance the village environment. The proposals at the Vyne, Knaphill are part of the improvement works to the bus bollards, to increase safety for passengers and bus operations.

CRIME & DISORDER IMPLICATIONS

10. There are no crime and disorder implications

EQUALITIES IMPLICATIONS

11. The works will improve facilities for disabled and the mobility impaired, for access and egress to bus services.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

12. This report is to inform the Committee of the "Bus Boarder" programme for 2004/2005. It is part of an ongoing programme to improve the bus operations in the local area and to comply with the Disability Discrimination Act 1995 and is in line with the Local Transport Plan aims and objectives to encourage modal shift.

Report by: Stephen Child, Local Transportation Director, Woking

LEAD/CONTACT OFFICER:	Ted Stevens
TELEPHONE NUMBER:	01483 518300
BACKGROUND PAPERS:	None

Version No. 2 Date: 28/06/04 Time: 16.00 Initials:TS No of annexes: 1

SCHEDULE OF WORKS.**1) HIGH STREET KNAPHILL (Outside public toilets):**

Extend the kerb line at the rear of the bus lay by 1 metre. Construct a new kerb line from the exit of the garage to the kerb line. Install bus boarder kerbs in front of the existing bus shelter. Lay new bus cage and clearway markings.

(2 & 3) BARNBY ROAD KNAPHILL :

Southbound. Install bus boarder kerbs 4 metres north of the boundary to 5 Barnby Road. Consider extension of the double yellow lines to the existing bus bay.

Northbound. Install bus boarder kerbs 10 metres north of the junction with Nursery Road. Consider a new shelter on the grassed area.

Remove the bus stops on both sides of the road, in the vicinity of the junction with Creston Avenue as duplicate stops are available nearby in Creston Avenue. This will increase punctuality for the following stops in each direction

(4) BAMPTON WAY, GOLDSWORTH PARK in the vicinity of "Waitrose":

Westbound. Fill in the existing lay by and install new bus boarder kerbs 9 metres from the western edge of the lay by. Bus cage & clearway markings. This is necessary as access and parking problems have been experienced within the lay by and return to the traffic flow on exit from the lay by.

Eastbound. Suitable bollards to be installed to protect the grass verge in the vicinity of the rear access to shops.

(5) THE VYNE, REDDING ROAD KNAPHILL:

Relocate the bus stop to the lay by area in front of the doctor's surgery. Extend the kerb line at the western edge of the lay by 5.6 metres. Install new bus boarder kerbs on the extended kerb. Construct a new kerb line to the existing kerb at the back of the lay by. New bus cage & clearway markings. This is as a result of operating difficulties experienced by the longer buses being unable to park parallel to the kerb outside The Vyne and conflict between two buses passing in the narrow road outside The Vyne.

(6 & 7) NEW LANE, SUTTON GREEN, vicinity of the Village Hall:

Northbound. Relocate the bus stop to outside the village hall. Install new bus boarder kerbs 1.8 metres north of the entrance to the village hall. New bus cage & clearway markings. Construct a new pram crossing outside No.1 New lane.

Southbound. Construct a new hard standing with a pram crossing, opposite No.1 New Lane and bus boarder kerbs. New bus cage & clearway markings.

(8 & 9) A320 MAYFORD GREEN:

Northbound. Construct a new kerb line 30 metres from the exit of the “Bird in Hand” Public House to link with the existing lay by. Install new bus boarder kerbs 1.8 metres south of the exit of the public house. Bus cage & clearway markings. Consider the erection of a new shelter & hard standing on the grassed area behind new stop.

Southbound. Install new bus boarder kerbs 3.6 metres south of streetlight 45 and consider erection of a new shelter on the grassed area behind the stop. New bus cage & clearway markings.

(10 & 11) WESTFIELD ROAD vicinity of “The Cricketers”:

Northbound. Fill in lay by. Install new bus boarder kerbs 7 metres north of the southern edge of the lay- by. New bus cage & clearway markings.

Southbound. Extend kerb line 1.5 metres from the rear of the lay by. Install new bus boarder kerbs 15.3 metres from the northern edge of the lay by. New bus cage & clearway markings.

(12 & 13) ST. JOHNS VILLAGE:

Eastbound. Install new bus boarder kerbs in the vicinity of the Health & Fitness Studio. New bus cage and clearway markings.

Westbound. Extend the kerb line at the rear of the lay by 1 metre. Install new bus boarder kerbs 4 metres from the western edge of the lay-by. New bus cage & clearway markings.

(14 & 15) A247 WOKING PARK:

Eastbound. Extend the kerb line at the rear of the lay by 1 metre. Realign the kerb at the western end from the edge of the pram crossing to meet the new kerb line. Install new bus boarder kerbs 4 metres west of the dropped kerb on the eastern edge of the lay by. New bus cage & clearway markings.

Westbound. Extend kerb line by 1 metre at the rear of the lay by. Install new bus boarder kerbs 6 metres from the western edge of the lay by. New bus cage & clearway markings.

(16 -19) “QUADRANT HOUSE”

A320 GUILDFORD ROAD: Northbound. New raised kerbs to replace the old vehicle access. Install new bus boarder kerbs 1.8 metres south from the northern point of the rear kerb line of the existing lay by.

A320 GUILDFORD ROAD: Southbound. Install new bus boarder kerbs 4 metres north of the grass verge and consider a new bus shelter on the grassed area behind the bus stop. New bus cage & clearway markings

YORK ROAD: Westbound. Install new bus boarder kerbs 3.6 metres west of the streetlight. New bus cage & clearway markings.

YORK ROAD: Eastbound. Install new bus boarder kerbs 9 metres west of the streetlight. New bus cage & clearway markings

(20) SYTHWOOD, GOLDSWORTH PARK, OPPOSITE COBBETTS CLOSE

New hard standing to be constructed with a surplus existing shelter to be erected on that hard standing.