



**LAVENDER PARK ROAD,
WEST BYFLEET
INTRODUCTION OF BUS
PRIORITY MEASURES**

**LOCAL COMMITTEE FOR WOKING
20 OCTOBER 2005**

KEY ISSUE:

To relieve congestion and delay caused to bus movements by the introduction of a bus gate in Lavender Park Road, West Byfleet .

SUMMARY:

The bus network serving West Byfleet and East Woking must operate a reliable and punctual service to be an attractive option to car use.

Buses currently form part of the congestion within West Byfleet whilst they negotiate tight turns not suited to bus movements. The provision of a bus gate in Lavender Park Road should ease the delay for buses and reduce some of the congestion in West Byfleet.

The proposal will therefore enhance the reliability of bus services offered in East Woking, which forms part of the East Woking Quality Bus Partnership.

CONSULTATIONS:

With local residents and businesses, directly affected by the proposals.
Refer to Location Plan at Annexe A.

The County Divisional and Borough Ward Members.

Surrey Police.

The relevant Bus Operators.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

- (i) the installation of a contra-flow bus lane in Lavender Park Road, West Byfleet, as shown in Drawing No. 12014, Annexe B; and,**
- (ii) that the necessary Traffic Regulation Orders be advertised; and,**
- (iii) that authority be delegated to the Local Transportation Director, in consultation with the Chairman and Divisional Member, to consider and determine any objections received and to make the new orders.**

INTRODUCTION and BACKGROUND

1. The bus network is the main form of public transport serving the local area. It must provide a flexible and convenient service tailored to local needs and offer a reliable way to travel to and from jobs, schools, shops and other services. It is crucial for people without access to a car and must offer a credible alternative of choice to those who do.
2. West Byfleet village is served by four main bus routes, all emanating from Woking, that continue to Addlestone, Byfleet, Kingston and Staines. West Byfleet is part of the proposed Quality Bus Corridor and the difficulties experienced have been highlighted by the Bus Operators in the ongoing discussions for its implementation. Their concern is that several minutes can be lost whilst leaving West Byfleet, with the resultant pressure to maintain time-table schedules and the reliability of the services.

ANALYSIS AND COMMENTARY

3. There is only one bus stop within the shopping area, on the southeast approach to West Byfleet Rail Station. This stop is accessed from the Old Woking Road. Having called at this stop, the buses then have to negotiate tight turns into Madeira Road and Station Approach before waiting again to enter the Old Woking Road at the traffic signals. These manoeuvres are often made more difficult by parked private and delivery vehicles. (See Location Plan as attached at Annexe A)

The Proposals:

4. It is proposed to construct a contra-flow bus lane from the entrance to the "Sheer House" car park to the junction with Camphill Road, a distance of approximately 44 metres. This section at present is subject to a one way traffic order, dating from 1988, allowing traffic to travel from Camphill Road to the car park entrance. This will have to be amended to accommodate bus movements. It will be necessary to realign the kerb on the approach to Camphill Road and to construct a centre island throughout the whole section. New dropped kerbs with tactile paving and a central refuge will be introduced at the Camphill Road junction, to assist pedestrians and to link in with existing pedestrian facilities at the junction of Camphill Road and Parvis Road, at the traffic signals. The existing phasing of the traffic signals will be assessed to accommodate the movement of the buses exiting Lavender Park Road. The attached Drawing No. 12014 at Annexe B outlines the proposals.

"Rising Bollards".

5. In order to prevent unauthorised use of the bus lane it is proposed to install rising bollards at the start of the bus lane. The bollards will be activated by sensor equipment on the bus with back up proximity cards if a fault occurs on the vehicle or if the equipment is not fitted.

Re-siting of Parking Bays.

6. There are at present five parking bays within the proposed bus lane, with restrictions between 0830 to 1800 Monday to Saturday. A maximum stay of four hours is permitted with vouchers or free parking on Saturdays. Also there are permit holder facilities. Consideration is being given, in consultation with Woking Borough Council, to re-site these bays in Madeira Road, to the south of Lavender Park Road where there are already two bays with capacity for another two, and three further bays to the north of Lavender Park Road, on the east side of the road, between Lavender Park Road and "Birdwood".

Consultation.

7. Consultation letters were sent out to all residents and businesses of Lavender Park Road. As a result, concern has been expressed about the increase of noise and pollution, an increase of congestion and whether access to the shops will be compromised. As part of the East Woking Quality Bus Partnership, the bus operators involved are introducing or using modern buses with quieter and cleaner engines that should reduce noise and harmful emissions. At present there are 98 bus movements between 0700 and 1900 hrs. Monday to Saturday. There are at present no services beyond 1900 hrs. Final proposals for new routes have not, to date been finalised. The rising bollards should assist the bus movement through to Camphill Road with the minimum of delay. Traffic levels within Lavender Park Road at present are not high, with most movements to access the car park. This should will not be affected by the introduction of the bus lane. Consultation with the Divisional and Borough members and the Police has been favourable. The Bus Operators are in favour of the proposals.

FINANCIAL IMPLICATIONS

8. The cost of these improvements is estimated to be £60,000 to be funded from the Committee's Local Transport Plan allocations.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

9. The proposals are in line with the Local Transportation Plan strategy for encouraging greater use of public transport and form part of the Committee's agreed construction programme.

CRIME & DISORDER IMPLICATIONS

10. At present there is evidence of non-compliance with the "No Entry" signs in Lavender Park Road. The construction of the bus lane with the rising bollards should be effective in reducing these instances and improving road safety.

EQUALITIES IMPLICATIONS

11. There are no equalities implications.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

12. The scheme is part of the Quality Bus Partnership and the Local Transport Plan, to encourage better use of public transport. The bus network is the main option in serving the local area and it must be attractive enough for motorists to choose to use it in preference to the car. It must be punctual, good value, frequent and reliable. Approval of the proposals will assist in reaching these objectives, as well as reducing congestion and enhancing safety.

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BACKGROUND PAPERS: None

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