

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 5th March 2014LEAD OFFICER: Roy Varley
Senior Transport Officer

SUBJECT: Introduction of Bus Stop Clearway in North Holmwood

DIVISION: Dorking South and the Holmwoods

SUMMARY OF ISSUE:

To seek the Local Committee's approval to introduce a bus stop clearway in Spook Hill, North Holmwood.

RECOMMENDATIONS:

The Local Committee (Mole Valley) is asked to agree that :

1. A clearway is introduced at the existing southbound bus stop in Spook Hill, south of the junction with Holmesdale Road (opposite the shops), the restriction to be 7am until 7pm daily.

REASONS FOR RECOMMENDATIONS:

1. Buses require parallel alignment with the kerb to deploy ramping and kneeling equipment to allow access for wheelchair users and those with mobility problems.
2. Parked vehicles within bus stops prevent this access.
3. Bus stop clearways enable District enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.

1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2002 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the District Council's Civil Enforcement Officers in the same way as waiting restrictions. They are, however, more onerous than waiting restrictions because the clearway also prohibits stopping and loading/unloading over the length of the marked bus stop cage.

1.2 Unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Consequently it is Surrey Highways policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

1.3 There is currently one bus stop in the Mole Valley area where a clearway is proposed due to parking obstructing the bus stop:

- a) Spook Hill south of the junction with Holmesdale Road (opposite the shops)

2. ANALYSIS:

2.1 A bus stop clearway is proposed to prevent vehicles parking at the bus stop and ensure access so buses can stop parallel to the kerb to enable the ramp equipment to be deployed for wheelchair users and pushchairs. This will also prevent unnecessary inconvenience to passengers and other road users, and assist bus operators in operating the service to schedule.

2.2 The bus stop cage is already marked on the carriageway at the southbound bus stop south of the junction with Holmesdale Road. This cannot be enforced unless Local Committee approve that a bus stop clearway is introduced and a sign provided indicating the hours of operation.

3. OPTIONS:

3.1 **Option 1:** Do nothing. The bus stop would remain without clearway protection, allowing inconsiderate parking which prevents buses from gaining access to the stop. Passengers then have to board or alight buses from the carriageway.

3.2 **Option 2:** Introduce a bus stop clearway. Many services are now operated by modern low-floor, fully accessible buses making it easier for people in wheelchairs, those with buggies, people with mobility impairments and those carrying heavy shopping to board and alight. Bus stop clearways allow buses to access the kerb to enable easier boarding and deployment of the ramp equipment. It is proposed that the bus stop clearway restrictions apply from 7am to 7 pm daily, in line with Department for Transport guidance that clearway restrictions should be 'appropriate to the operating times of the bus service'.

4. CONSULTATIONS:

4.1 The bus operators have been consulted and agree with the proposals. District and County Councillors will have been sent a copy of this report in advance of the meeting.

4.2 If the restrictions are approved the affected frontagers will be informed by a letter drop.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 Buses that can pull up to the kerb allow passengers with wheelchairs to board more easily and safely. Access to the bus is also easier for those with buggies and mobility problems.

7. LOCALISM:

7.1 The introduction of a bus stop clearway will improve access to buses for the local residents who use the service.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | Clear and enforceable parking restrictions help improve compliance and reduce obstruction problems. |
| Sustainability (including Climate Change and Carbon Emissions) | No significant implications arising from this report |
| Corporate Parenting/Looked After Children | No significant implications arising from this report |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications arising from this report |
| Public Health | No significant implications arising from this report |

9 CONCLUSION AND RECOMMENDATIONS:

9.1 Bus stop clearways help keep parked vehicles away from bus stops which makes it easier for passengers, particularly those with mobility problems, to board. Buses are also less likely to block traffic behind. It is recommended that a bus stop clearway be implemented at the bus stop in Spook Hill south of Holmesdale Road, as set out in option 2 (para 3.2).

10. WHAT HAPPENS NEXT:

10.1 A letter drop to affected frontagers will be undertaken. A bus stop clearway plate showing the hours of operation will be fixed to the bus stop and the clearway enforced.

Contact Officer:

Roy Varley, Senior Transport Officer 03456 009 009

Consulted:

County and District Councillors will have been sent a copy of this report in advance of the meeting.

Bus operators

Affected frontagers will be notified if the Committee approve the restriction.

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