

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 12 MARCH 2014
 LEAD OFFICER: ROY VARLEY
 SENIOR TRANSPORT OFFICER



SUBJECT: INTRODUCTION OF BUS STOP CLEARWAYS IN GUILDFORD

DIVISION: GUILDFORD/ASH

SUMMARY OF ISSUE:

To seek the Local Committee's approval to introduce clearways to various bus stops in Guildford.

RECOMMENDATIONS:

The Local Committee (Guildford) is asked to agree that :

1. Clearways are introduced in Byrefield Road at the existing bus stops adjacent to properties 1 to 3 and adjacent to property 2, the restriction to be 'at any time' (the bus service operates between 06:00 and midnight).
2. A clearway is introduced in Bushy Hill Drive at the bus stop opposite Wykeham Road, the restriction to be 'at any time' (the bus service operates between 06:00 and midnight).
3. A clearway is introduced at the bus stop in Ash Street Ash adjacent to property 65, the restriction to be 'at any time' (the bus service operates between 06:30 and 23:00)

The restrictions 'at any time' is recommended, as this follows Department of Transport Guidance that it should be 'appropriate to the operating times of the bus service.

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 Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.

1. INTRODUCTION AND BACKGROUND:

- 6.1 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 Councils Civil Enforcement Officers as they would waiting restrictions. They are, however, more onerous than waiting restrictions because the clearway it also prohibits stopping and loading/unloading over the length of the bus stop.
- 6.2 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.
- 6.3 There are currently four bus stops at three locations in the Guildford area where bus stop clearways are proposed :
- a) Adjacent to properties 1 to 3 and adjacent to property 2 in Byrefield Road where inconsiderate parking obstructs the bus stop.
 - b) Opposite Wykeham Road in Bushy Hill Drive where inconsiderate parking obstructs the bus stop.
 - c) Adjacent to property 65 Ash Street Ash where inconsiderate parking obstructs the bus stop.

2. ANALYSIS:

- 2.1 To prevent vehicles parking in bus stops and ensure easy access for buses to gain parallel alignment to curbs enabling ramping equipment to be deployed for wheelchair users and pushchairs. Ensuring that all equipment can be used efficiently and prevent unnecessary inconvenience to passengers and other road users. This would also assist bus operators to operate to their schedule more easily.

3. OPTIONS:

- 3.1 Leave bus stops without clearway protection allowing inconsiderate parking preventing buses from gaining access to the stops. Passengers then would be made to board or alight buses from the carriageway.
- 3.2 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.

4. CONSULTATIONS:

- 4.1 The bus operators have been consulted and agree with the proposals. District and County Councillors 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 Inconsiderate on street parking within the affected bus stops will be discouraged by penalty charge notices being issued by the borough enforcement officers. This will include to residents adjacent to the bus stops.
- 7.2 Access to buses for the local residents who use, them will be improved.

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.

10. WHAT HAPPENS NEXT:

- 10.1 A letter drop to affected frontagers will be undertaken and the carriageways painted with the current Department for Transport diagrams for clearways.
- 10.2 The bus stop clearways will then be implemented and enforced.

Contact Officer:

Roy Varley, Senior Transport Officer 03456 009 009

Consulted:

County and Borough 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 restrictions.
