

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)



DATE: 9 JUNE 2014

LEAD OFFICER: ROY VARLEY  
SENIOR TRANSPORT OFFICERSUBJECT: INTRODUCTION OF BUS STOP CLEARWAYS IN TATTENHAM  
CORNER, GREAT TATTENHAMS AND WATERFIELDDIVISION: NORK AND TATTENHAMS; TADWORTH, WALTON AND  
KINGSWOOD

<p><b><u>SUMMARY OF ISSUE:</u></b></p> <p>To seek the Local Committee's approval to introduce bus stop clearways in Tattenham Crescent, Great Tattenhams and Waterfield.</p>
<p><b><u>RECOMMENDATIONS:</u></b></p> <p><b>The Local Committee (Reigate &amp; Banstead) is asked to agree that:</b></p> <ul style="list-style-type: none"> <li>(i) A clearway is introduced at the existing bus stop in Tattenham Crescent opposite Tattenham Corner station, the restriction to be 6am to 8pm daily.</li> <li>(ii) Clearways are introduced at the existing bus stops in Tattenham Crescent adjacent to the shops, the restriction to be 6am to 8pm daily, and opposite the shops, the restriction to be at any time.</li> <li>(iii) Following the carriageway resurfacing works in Great Tattenhams, that clearways are introduced at existing bus stops 'as appropriate', the restrictions to be 6am to 7pm daily.</li> <li>(iv) A clearway is introduced at the existing bus stop opposite the health centre in Waterfield, the restriction to be 7am to 7pm, Monday to Saturday.</li> </ul>
<p><b><u>REASONS FOR RECOMMENDATIONS:</u></b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Parked vehicles within bus stops prevent this access.</li> <li>3. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.</li> <li>4. The proposed restrictions follow Department for Transport guidance that they should be 'appropriate to the operating times of the bus service'.</li> </ol>

## **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 no stopping restriction at a bus stop that can be enforced by the Borough Council's 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.
- 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 are currently several stops in the Nork and Tattenhams area where bus stop clearways are proposed:
  - (a) Tattenham Crescent (opposite Tattenham Corner Station) where inconsiderate parking obstructs the bus stop.
  - (b) Tattenham Crescent adjacent to and opposite the shops where inconsiderate parking obstructs the bus stops.
  - (c) Existing bus stops in Great Tattenhams (as required).
  - (d) Waterfield opposite the Health Centre where inconsiderate parking obstructs the bus stop.
- 1.4 There are currently no waiting restrictions at the bus stop in Waterfield. At the other locations, there are currently double yellow lines restricting parking, but not stopping, at the bus stops.

## **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.

## **3. OPTIONS:**

- 3.1 **Option 1:** Do nothing. The bus stops 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 bus stop clearways. 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 bus stop clearway restrictions are introduced at the following locations, to operate at the stated times:

- a) Tattenham Crescent (opposite Tattenham Corner Station) – 6am to 8pm, daily
- b) Tattenham Crescent adjacent to the shops - 6am to 8pm, daily and opposite the shops – at any time
- c) Existing bus stops in Great Tattenhams (as required) – 6am to 7pm, daily
- d) Waterfield opposite the Health Centre where inconsiderate parking obstructs the bus stop – 7am to 7pm, Monday to Saturday. A 19m length restriction is proposed.

The proposed times of operation are 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. Borough 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:**

- a) 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 bus stop clearways be implemented, 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 yellow bus stop cage road marking and clearway sign showing the hours of operation fixed to the bus stop will be provided and the clearway enforced.

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### **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.

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