

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 30 NOVEMBER 2018



LEAD OFFICER: Ashley Field, Senior Transport Officer

SUBJECT: Installation of a clearway for the Southbound Yorke Gate bus stop, Coulsdon Road, Caterham

DIVISION: CATERHAM HILL

SUMMARY OF ISSUE:

Buses are unable to access the southbound Yorke Gate bus stop on Coulsdon Road, Caterham, due to parked vehicles on the carriageway. Therefore, it is necessary to make changes to improve accessibility and ease of use and it is recommended that a bus stop clearway is installed.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to agree:

- (i) Installation of a clearway for the southbound Yorke Gate bus stop, Coulsdon Road, Caterham, operating for 24 hours a day, seven days a week, to include a 25m bus cage

REASONS FOR RECOMMENDATIONS:

It is recommended that Tandridge Local Committee agree to the installation of a clearway for the southbound Yorke Gate bus stop, Coulsdon Road, Caterham, operating for twenty four hours a day, seven days a week, with a 25m bus cage. This is to ensure that buses servicing this stop are able to provide passengers step-free access at all times. A 25m bus cage also allows for buses to safely manoeuvre to pull in and enter the stop, then pull out and exit it.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Since January 2016, all full size single deck buses have been made fully accessible, as per the Public Service Vehicle Accessibility Regulations (PSVAR). This makes it easier for passengers with mobility issues to board and alight buses and non-compliance with PSVAR is a criminal offence, contrary to Section 40(3) of the Disability Discrimination Act 1995.
- 1.2 In July 2018, the Department for Transport (DfT) subsequently released 'The Inclusive Transport Strategy: achieving equal access for disabled people' policy which aims to create an all-inclusive transport network for all by 2030 and contribute to getting an additional one million disabled people into work by 2027.

ITEM 9

Therefore, there is a requirement for public transport infrastructure, including bus stops, to be accessible to all.

- 1.3 It is important that buses are able to access stops to provide step-free access, to ensure that all passengers are able to safely board and alight, especially those with mobility issues, wheelchair users or those with push chairs. Where there is unrestricted parking, this is not possible and buses are prevented from drawing level with the kerb. Therefore, it is necessary that clearways are enforced to prevent vehicles parking on the carriageway at bus stops and allow buses to safely serve these stops.
- 1.4 Being accessible means providing step-free access for all users boarding and alighting buses and ease of use and safety are key aspects to consider as part of this. Having parked vehicles at a bus stop makes it impossible for buses to safely serve a stop and consequently it is necessary to take steps to ensure this does not happen. This can be achieved by installing a clearway, for a defined period of time, with a marked bus cage, and making it enforceable.
- 1.5 The southbound Yorke Gate bus stop is located on Coulsdon Road, Caterham, opposite the junction with Yorke Gate, leading to Wellington Way and is an example of a stop which is not fully accessible. It is currently served by the London Buses routes 404 (Coulsdon to Caterham) and 466 (Addington Village to Caterham-on-the-Hill), Southdown services 409 (Selsdon to East Grinstead) and 411 (Caterham to Caterham), and Buses4U service 540 (Woldingham to Caterham-on-the-Hill).

2. ANALYSIS:

- 2.1 Considering this stop in more detail, there is no clearway, with a protective bus cage marked on the carriageway. This means that vehicles are able to park on Coulsdon Road with no restrictions and this prevents buses from safely serving the stop. With no step-free access to it, this makes it difficult for passengers to board and/or alight, especially those with mobility issues, wheelchair users or those with pushchairs.
- 2.2 A site meeting took place on 2 October 2018 with officers from Passenger Transport Projects Team, Local Highways and a representative from Transport for London (TfL). The local member for Caterham Hill, Cllr Chris Botten, was also kept apprised of progress and the views of the Managing Director of Southdown, was also included.
- 2.3 Whilst it is the responsibility of Surrey County Council as the Highway Authority to request any changes to traffic management and requesting a clearway for this site, it is important to note that the infrastructure at this particular stop, including the flag and pole, are owned by TfL. Any changes to infrastructure must therefore be completed and approved by TfL.

3. OPTIONS:

- 3.1 Doing nothing is an option, but based upon the reasoning expressed above as to why a clearway is important and the specific detail around this stop, this is not a suitable option.

- 3.2 Therefore the preferred option would be to retain the current bus stop as it is on the lamp column outside of Fairacre residential flats and install a clearway for the stop, in operation twenty four hours a day, seven days a week, with a 25m bus cage starting from the double yellow lines north of the stop.
- 3.3 This option provides most value for money for Surrey residents and retains some parking spaces, whilst ensuring that this stop can provide step-free access and is safely served.

4. CONSULTATIONS:

- 4.1 An initial consultation was completed with the local bus operators servicing this stop to understand their views in respect of the impact on them operating here.
- 4.2 If approval for a clearway is granted, a consultation exercise will be completed with affected frontages and properties neighbouring the stop. This will provide them with an opportunity to provide feedback on the proposed changes to be made to the stop before making a final decision.
- 4.3 It is important that approval is requested from Tandridge Local Committee for a clearway in advance of any consultation exercise completed. This is to provide local residents with all the correct information when informing their feedback.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the works will be £700. This will be funded by the Members Highway Allowance of Cllr Chris Botten.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No Equalities Impact Assessment has been completed, but the changes made to this bus stop in providing step-free access to buses serving this stop are to improve accessibility for all bus users, including those with disabilities and mobility issues.

7. LOCALISM:

- 7.1 In terms of those who will be impacted by this decision, all bus users at this stop will be positively impacted by ensuring step-free access at this stop.
- 7.2 With the loss of a few parking spaces outside of the Fairacre residential flats, there will be a very small number of individuals who will be impacted in terms of their ability to park private vehicles on the carriageway of Coulsdon Road. However, there is sufficient off-street parking in the neighbouring side roads of William Road and Yorke Gate, leading to Wellington Way, to mitigate against this.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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 To conclude, it is recommended that a clearway is installed for the southbound Yorke Gate bus stop, Coulsdon Road, Caterham, operating for 24 hours a day, seven days a week, to include a 25m bus cage.
- 9.2 This is to ensure that buses servicing this route are able to provide passengers step-free access at all times of operation and improve accessibility and ease of use by preventing private vehicles from parking at the stop. This is also the most cost-effective option, whilst trying to mitigate any negative impact on private vehicle owners.

10. WHAT HAPPENS NEXT:

- 10.1 If approval is obtained to install a clearway, a consultation exercise will be completed and feedback considered from respondents and a final decision made to amend the bus stop.
- 10.2 Once a quote has been agreed with the lining contractor to complete the bus cage marking, this job will be added to their programme of works and a clearway plate will be erected.
- 10.3 Parking enforcement, will be made aware of the clearway to make it enforceable and the bus operators will be informed of the changes made to the stop.

Contact Officer:

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Consulted:

Local Area Highways Team
 Cllr Chris Botten, Local Member Caterham Hill
 Transport for London -South Area Asset Operations Officer,
 Southdown -Managing Director