

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 17 JUNE 2020**



**LEAD OFFICER: ALISON HOUGHTON, SENIOR TRANSPORT OFFICER**

**SUBJECT: PROVISION OF BUS STOP CLEARWAYS FOR THE PARK BUS STOPS IN CHURCH ROAD, BOOKHAM**

**DIVISION: BOOKHAM AND FETCHAM WEST**

**SUMMARY OF ISSUE:**

Buses are unable to access The Park bus stop (southbound) due to parked vehicles. To ensure good accessibility onto/off buses, and to ensure that the bus driver has good visibility of waiting passengers, it is recommended that a clearway is installed at The Park bus stops in both directions.

**RECOMMENDATIONS:**

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

- (i) Bus stop clearways be introduced at The Park bus stops, Church Road, Bookham, operating for 24 hours a day, seven days a week, to include a 23 metre bus cage (at southbound stop) and the existing 19 metre bus cage (at northbound stop)

**REASONS FOR RECOMMENDATIONS:**

It is recommended that Mole Valley Local Committee agree to the installation of bus stop clearways for The Park bus stops, Church Road, Bookham, operating for twenty-four hours a day, seven days a week. This is to ensure that buses servicing these bus stops are able to provide passengers step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers.

**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. 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 for all passengers ensuring that they are able to safely board and alight, especially those with mobility issues, wheelchair users, with child buggies, or those using shopping trolleys. Where there is unrestricted parking buses can be prevented from pulling in parallel to the kerb meaning that passengers have to step into the road to access the bus and it is difficult to deploy bus ramping or kneeling equipment.
- 1.4 Installing a bus stop clearway, for a defined period of time, with a marked bus cage, and making it enforceable, prevents vehicles parking on the carriageway at bus stops and allow buses to safely serve these stops.
- 1.5 Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
- 1.6 Reliability of buses is also increased if the vehicles are able to approach, stop and depart from bus stops without hindrance, improving the accuracy of scheduled bus stopping times and encourage the usage of sustainable transport.

## **2. ANALYSIS:**

- 2.1 The southbound The Park bus stop is located on Church Road, Bookham just north of the junction with The Park. It has been observed that there are often vehicles parked in the near vicinity of the stop meaning that the driver of a bus approaching this stop coming from the direction of Bookham station, and heading for Leatherhead, sometimes is not able to see passengers waiting at the stop and drives past them. Also parked cars prevent buses from pulling into the stop to allow passengers to safely board/alight from the bus.
- 2.2 The northbound The Park bus stop is located on Church Road, Bookham just north of the junction with The Moorings. This bus stop already has a 19 metre yellow bus stop cage lined on the road (length of clearway limited by site specifics) but it does not have an approved clearway and so is not enforceable. Providing a clearway at this stop will ensure that passengers who board/alight from the bus at this stop can do safely.
- 2.3 The Park bus stops are served by the 479 bus route (Epsom-Leatherhead-Guildford) which is run by Arriva.
- 2.4 There is plenty of unrestricted parking opportunities in the local area for any parking that is displaced as a result of the introduction of bus stop clearways at the above locations.

## **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 The preferred option would be to install clearway at both The Park bus stops, in operation twenty four hours a day, seven days a week to provide good access onto/off buses for passengers. There are other nearby opportunities for local parking that maybe displaced by the introduction of clearways.

#### **4. CONSULTATIONS:**

- 4.1 Local bus operators have raised concerns regarding the issue of parked vehicles preventing the buses from safely pulling in parallel to the kerb at bus stops and also delaying the bus service due to buses having to negotiate around vehicles.
- 4.2 If approval for a clearway is granted, any affected frontages and properties neighbouring the stop will be informed of the proposals. This will give an opportunity for feedback and comments on the proposed changes to be provided before making a final decision and the clearway works to be progressed and enforced.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of the works will be less than £500. If the clearways are approved a funding source will be identified before any works are ordered.

#### **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. It is not envisaged that any protected characteristics will be disbenefitted by the proposals.

#### **7. LOCALISM:**

- 7.1 In terms of those who will be impacted by this decision, all bus passengers at will be positively impacted by ensuring step-free access and increased reliability of bus services
- 7.2 With the loss of a few unrestricted parking spaces in the vicinity of The Park bus stops there will be a very small number of individuals who will be impacted by the installation of bus stop clearways. However, there are a number of opportunities for unrestricted parking in the nearby locality.

#### **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
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**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 It is recommended that approval be given for bus stop clearways at The Park bus stops in Church Road, Bookham operating for 24 hours a day, seven days a week.
- 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, as well as improve reliability of the bus service. 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 bus stop clearways, local residents of frontages affected will be informed and provided with an opportunity to comment. Any feedback will be considered before any final decision is 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 once complete then a clearway plate will be erected at each bus stop.
- 10.3 Mole Valley Parking Team will be made aware of the clearways to make them enforceable.

**Contact Officer:**

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**Consulted:**

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Zena Curry, Local Area Highways Manager  
Clare Curran, Local SCC Member for Bookham and Fetcham West

**Annexes:**

Photos of bus stops together with location plan