

**LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 1 MARCH 2021****LEAD OFFICER: ALISON HOUGHTON, SENIOR TRANSPORT OFFICER****SUBJECT: BUS STOP CLEARWAYS****DIVISION: HORLEY WEST, SALFORDS & SIDLOW****SUMMARY OF ISSUE:**

The bus stops in Vicarage Lane and Meath Green Lane, Horley have recently been upgraded to provide accessible transport to all residents in the locality. The 422/424 routes bus routes operate along these roads providing passengers with services to Reigate/Redhill/East Surrey Hospital, and Horley/Crawley.

Clearways are required to ensure that buses can access the bus stop waiting area to ensure step-free access onto/off buses and to aid bus service reliability.

**RECOMMENDATIONS:**

**The Local Committee (Reigate & Banstead)** is asked to agree that

(i) Bus stop clearways be introduced at:

The Glebe bus stop in Vicarage Lane, Horley (northbound)  
 The Glebe bus stop in Vicarage Lane, Horley (southbound)  
 Lee Street bus stop in Vicarage Lane, Horley (northbound)  
 Lee Street bus stop in Vicarage Lane, Horley (southbound)  
 Meath Gardens bus stop in Meath Green Lane, Horley (northbound)  
 Meath Gardens bus stop in Meath Green Lane, Horley (southbound)

operating for 24 hours a day, Monday to Sunday.

**REASONS FOR RECOMMENDATIONS:**

It is recommended that Reigate & Banstead Local Committee agree to the bus stop clearways at bus stops in Vicarage Lane and Meath Green Lane, Horley, operating for 24 hours a day, Monday to Sunday. 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 as well as aiding journey time reliability.

**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.

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- 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, with an enforceable marked yellow bus stop cage, 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 bus stops in Vicarage Lane and Meath Green Lane, Horley have recently been improved to allow residents in the locality to be able to benefit from the 422 & 424 bus routes, where there was very limited or no bus stop infrastructure for passengers, and the stops that did exist were not fully accessible to all passengers. Raised accessible kerbing has now been provided at these bus stops together with modern bus stop flags and timetable cases.
- 2.2 The bus stops on Vicarage Lane and Meath Green Lane, Horley are served by the 422/424 (Horley/Crawley – Reigate/Redhill/East Surrey Hospital) bus routes which are run by Southdown. The Vicarage Lane bus stops are also served by the 22-bus route which is run by Metrobus (Horley/Crawley – Dorking).
- 2.3 Providing bus stop clearways will ensure that passengers who board/alight from the bus at the stops can do safely and with step-free access.
- 2.4 Operating hours of the proposed bus stop clearways in Vicarage Lane and Meath Green Lane, Horley would be 24 hours a day, Monday to Sunday to correspond with the operating hours of the bus services.
- 2.5 Meath Green Lane & Vicarage Lane have adequate unrestricted parking.

**3. OPTIONS:**

- 3.1 The option of doing nothing does not support the provision of accessible public transport, the sustainable transport agenda or the county council's climate change strategy, so is not the preferred approach.
- 3.2 The preferred option is to install clearways at bus stops in Vicarage Lane and Meath Green Lane, in operation twenty-four hours a day, Monday to Sunday, to provide good access onto/off buses for passengers.

**4. CONSULTATIONS:**

- 4.1 Local bus operators have ongoing concerns with being unable to access bus stops due to parked cars along bus corridors 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 Affected frontages and properties neighbouring the stops have been informed of the proposals with letters which were sent out regarding the bus stop improvements and relocation of bus stops. An opportunity for feedback and comments on the proposed changes was given. There were comments received from three householders, which have been responded to and resolved.

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

- 5.1 The bus stop improvement works, including provision of bus stop clearways, have been funded through developer funded contributions.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 No Equalities Impact Assessment has been completed, but the changes made to these bus stops 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 in the locality 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 bus stops there may be a very small number of individuals who will be impacted by the installation of bus stop clearways. However, Meath Green Lane & Vicarage Lane have adequate unrestricted parking for the known demand.

**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

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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 It is recommended that approval be given for bus stop clearways at the bus stops in Vicarage Lane and Meath Green Lane, Horley, operating 24 hours a day, Monday to Sunday.
- 9.2 Bus stop clearways will prevent vehicles from parking at the bus stops which will ensure that buses servicing this route are able to provide passengers with step-free access onto/off buses at all times of operation and improve accessibility and ease of use by preventing 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 Clearway plates will be attached to the bus stops poles to inform as to the parking restrictions with the yellow bus stop cages.
- 10.2 Reigate & Banstead Borough Council Parking Team will enforce the clearways.

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#### Contact Officer:

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#### Consulted:

David Ligertwood, Passenger Transport Projects Team Manager  
Zena Curry, Local Area Highways Manager  
Kay Hammond, Local SCC Member for Horley West, Salfords & Sidlow  
Southdown Buses

#### Annexes:

Location plan and detail of clearways in Vicarage Lane and Meath Green Lane, Horley