



REPORT OF SERVICE DIRECTOR, HIGHWAYS

PROPOSED BUS STOP CLEARWAY (CALVERTON ROAD, ARNOLD)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above proposed bus stop clearways and whether they should be implemented.

Information and Advice

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve public transport.
3. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate, obstructive parking. To address this problem bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
 - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
 - Ease congestion as a correctly aligned bus will not block the road for other road users;
 - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
 - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
 - Ensure that bus services operate on time and are not delayed.
4. Where parking enforcement has been decriminalised (as in Nottinghamshire) bus stop clearways do not require a Traffic Regulation Order (TRO) but are nevertheless enforceable by Civil Parking Enforcement Officers, and operating hours can be adjusted to reflect bus services' hours of operation. At the Transport and Highways Committee report on 11th September 2014 it was agreed that outstanding objections received for bus stop clearways will be reported to the Service Director for Highways or, in certain circumstances, to Transport & Highways Committee for their consideration.
5. The three pairs of bus stops on Calverton Road have been identified by the local bus operator (Trent Barton) as being difficult to access due to parked vehicles. The operator

specifically identified stop GE0792 as the most problematic of these. It cited a recent incident at that location when their driver clipped a parked car at the bus stop whilst trying to get to the kerb for a customer with a buggy. It commented that the inability to reach the stop means that the presence of raised kerbs is “of no help to anyone”.

6. Clearway consultations were undertaken during June and July 2015 regarding the three pairs of bus stops on Calverton Road; stops GE0789, GE0790, GE0791, GE0792, GE0793 and GE0794, as shown on attached location plan H/04078/2142/202. Objections were received in respect of two pairs of stops GE0790-1 and GE0791-2. Separately to the consultation, an application for an advisory disabled parking bay was also received and approved for a property adjacent to stop GE0792.
7. As a result of the comments received and the disabled parking bay application it was decided to reposition the stops at both locations and also to introduce an advisory disabled parking bay outside number 118 Calverton Road. The revised proposals for these stops were consulted upon between 7th January and 5th February 2016.
8. During the consultation period 3 households objected to the revised clearway layout at bus stops GE0791-2 as shown on plan H/04078/2142/102. No objections were received in respect of any of the other pairs of stops.

Responses received

9. Objection – Need for the bus stop clearway

As part of their objections two of the householders questioned the need for the clearways and their cost. One requested that the times of operation be amended to operate only between 8am and 6pm, in order to allow parking overnight.

Response

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. The stops have been identified by passenger transport services as ones that suffer from obstructive parking and will benefit from the introduction of a bus stop clearway.

These bus stops are used by a scheduled service (as opposed to a school service), which operates throughout the day, offering further sustainable transport choices to local residents, not all of whom have access to a private car. Data from the 2011 census shows that in Gedling over a fifth of households (21.5%) do not have access to car or van, this is higher than the Nottinghamshire average of 20.8%. Nottinghamshire County Council has undertaken significant investment in bus stop infrastructure around the County and the benefits of this to the wider community can only be maximised if bus services are able to access this infrastructure, such as raised kerbs, and improve the accessibility of the network. Allowing any parking at the bus stops during service times could obstruct the movement of the buses and restrict their operation.

The time of operation for each clearway is linked to the days and times of the buses which service that stop. The bus stop clearways at GE0791-2, as with the other pairs of stops on Calverton Road, are proposed to be in operation 24 hours a day, 7 days a week because the bus service runs on a weekday between 6.20am and 10.56pm and between 8.30am and 10.56pm on a Sunday. With such extensive hours of service operation it was considered that a 24 hours a day, 7 days a week restriction was the most appropriate.

These bus stops are served every 15 minutes on weekdays by Trent Barton's 'Calverton Connection' service, more frequently at peak times. The improvement works to the bus stops is sourced from funds obtained from planning contributions from local housing development.

10. Objection – Loss of amenity for picking up and setting down passengers

A resident objected on the grounds that they needed parking directly outside their property to allow easy access for the picking up and setting down of their disabled son. They questioned why the scheme had been revised to incorporate an advisory disabled bay to meet the needs of an adjacent resident.

Response

The proposed advisory disabled parking bay will be implemented outside that premises because the resident at that address meets the criteria for the provision of a bay. The criteria for installation of such a bay have been provided to the objector, who can make an application to the County Council for similar provision if they meet those criteria. If the criteria was met there is sufficient kerbspace to provide a similar bay, within reasonable distance of their property, without it conflicting with the bus stop clearway.

11. Objection – Loss of on-street parking

Three objectors cited the loss of on-street parking in the vicinity of their residences; this included concerns regarding the effect on house prices, potential congestion caused by parking on the opposite side of the road and also concerns regarding access to garage premises being blocked.

Response

The bus stop clearway will help to ensure that the buses can gain access to the raised bus stop kerbs at all times to allow easier access for wheelchair users and for people with prams and pushchairs. It will enable bus drivers to discharge their legal duty to drop passengers off on the kerb and not on the road.

The desire for highway parking is noted but is not the primary purpose of the highway. Unrestricted on-street parking is available elsewhere on Calverton Road, offering alternative parking locations without obstructing the bus stop.

The only time access to the garage would be affected would be when a bus is waiting at the stop for passengers to board or alight. On these occasions motorists may need to briefly wait to exit or enter private driveways or garages.

Other Options Considered

9. Other options considered relate to the position, length of time and number of days that the bus stop clearway is in force. The demand for on-street parking is recognised and so the restrictions have been kept to the minimum required to ensure the safe operation of the bus stop.

Comments from Local Members

10. Local County Councillors Pauline Allan and Michael Payne made no comments on the scheme.

Reasons for Recommendations

11. The measures contained in the proposed traffic regulation order are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers, the County Council's network management duty and safety concerns. The proposals will assist the safe and effective operation of local bus services.

Statutory and Policy Implications

12. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as require.

Financial Implications

13. The scheme for all three pairs of bus stops is being funded through developer contributions and the cost is estimated at £6,000.

Crime and Disorder Implications

14. Nottinghamshire Police made no comments on the proposals.

RECOMMENDATION/S

It is recommended that the bus stop clearways proposed at Calverton Road, Arnold be implemented and the objectors informed accordingly

Name of Report Author

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Title of Report Author

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For any enquiries about this report please contact:

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Constitutional Comments (RHC – 30/03/2016)

15. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services, including bus initiatives, has been delegated.

Financial Comments (GB – 15/03/2016)

16. The financial implications are set out in paragraph 13 of the report.

Background Papers

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Reports:

Proposed Change to the Process of Managing Objections to Bus Stop Clearways, 11th September 2014 (Agenda Item 5)

Electoral Division(s) and Member(s) Affected

Councillors Pauline Allan and Michael Payne – Arnold North