

Report to the Cabinet

Meeting to be held on Thursday, 3 December 2020

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Accrington West &
Oswaldtwistle Central;

Stanhill Lane, Oswaldtwistle - Bus Stop Clearway

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Executive Summary

The Public Transport team, after requests from local bus users, has identified a need for a new permanent bus stop and bus stop clearway on Stanhill Lane, Oswaldtwistle.

This report summarises the results of the formal advertising of the proposed bus stop clearways to which objections have been received.

Recommendation

Cabinet is asked to approve the construction of the permanent bus stop and clearway on Stanhill Lane, Oswaldtwistle.

Background and Advice

The Public Transport team, after requests from local bus users and the local county councillor, has identified a need for a new permanent bus stop and bus stop clearway on Stanhill Lane, Oswaldtwistle.

The bus stop is proposed at this location as vulnerable people in the area struggle to walk the distance of approximately 500m along a relatively steep incline to the current bus stops thus contributing to a level of social isolation. The new bus stop is proposed approximately midway between the two existing stops, thus improving accessibility.

If constructed, the bus stop would see the installation of a bus stop pole and plate and the creation of a paved boarding area and raised kerbs to ensure easy access on and off the bus for passengers with impaired mobility.

Bus stop clearway markings will be provided to ensure buses have adequate access to the new bus stop. The bus stop clearway markings would prohibit vehicles except buses from stopping within the area of the marked bus stop. The proposed bus stop location has been chosen in consultation with the bus operator and key stakeholders and takes into account convenience for potential passengers, suitability of footway, highway safety, current guidance and recommendations, and the needs of other road users and residents.

Consultations

A formal advertising process was undertaken in January 2020.

Lancashire Constabulary has been consulted and has raised no objections.

The local bus operator has agreed to serve the bus stop and has no objections to the proposal.

A number of objections have been raised and these are summarised below along with our responses.

Objections

- a. There is a concern that the proposed location will cause a danger as there is the possibility of buses blocking driveways causing access difficulties and it is near a bend with limited view.
- b. The potential loss of on street parking.
- c. There is already sufficient provision of bus stops in the area.
- d. Disturbance due to noise (buses accelerating and decelerating).
- e. Attracting anti-social behaviour and vandalism.
- f. Loss of privacy with buses parking outside and people looking into the property.
- g. Devaluation of property.

Responses

- a. The proposed location has been fully assessed in terms of highway safety and the needs of other road users and residents. A Stage 2 Road Safety was carried out on the bus stop proposal in June 2020 and no significant safety concerns were raised.

In terms of the concerns about buses stopping and blocking the driveway, access to driveways will still be available. The dwell time of a bus at a bus stop is short and not every bus will stop and so there will be a very limited impact.

- b. The county council's standard, in line with national standards, and preferred bus stop box length is 37 metres enabling a bus to pull in parallel to the raised kerb allowing level access. However, where there are competing demands for roadside space, the bus stop box can be reduced to a minimum of 29 metres still maintaining an acceptable approach to the kerb. In this location the bus stop box length will be reduced to 29 metres to keep the loss of roadside parking to a minimum.
- c. The proposed location of the bus stop is midway between the two existing ones which are over 500 metres apart along a relatively steep incline. The county council aims to keep the distance between bus stops to a maximum of 400m.

The reduced distance between stops will improve access for all to the bus services but particularly for the elderly or mobility impaired.

- d. Dwell time by a bus at a bus stop is short and not every bus will stop so noise or visual disturbance, if any, is likely to be minimal and needs to be balanced against the wider public benefits.
- e. There is no direct evidence to support the view that vandalism is likely and experience has shown that perceptions and fears raised about similar proposals elsewhere have rarely materialised.
- f. Noted
- g. The powers under which the proposed works would be provided contain no statutory right to compensation.

Implications:

This item has the following implications, as indicated:

Risk management

N/A

Human Rights

The view has been expressed that the installation of a bus stop could interfere with residents' Article 8 Convention Rights, namely right to respect for home private and family life, contrary to the provisions of the Human Rights Act. There could also be a possibility of infringing the rights of quiet enjoyment of property, which could extend to the rights of businesses affected. Whilst these rights under the Act are recognised, they need to be balanced against the general rights and interests of the wider

community, including the users of public transport. Taking into account all relevant factors, these latter rights are considered to prevail.

Financial

The total estimated construction cost is £4,000. This will be funded from the Public and Integrated Transport revenue budget.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A