

Report to the Cabinet

Meeting to be held on Thursday, 18 January 2024

Report of the Director of Highways and Transport

Part I

Electoral Division affected:
Longridge with Bowland;
Preston Rural;

Corporate Priorities:
Protecting our environment;

Proposed Bus Stop Clearways in Longridge

(Appendices 'A' – 'E' refer)

Contact for further information:

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Brief Summary

This report outlines proposals to provide bus stops which are compliant with the Equality Act 2010 in Longridge. The proposed bus stop improvements would provide a raised boarding area and accompanying clearway restrictions to allow buses to stop parallel to the kerb, providing inclusive accessibility to public transport in the area.

Recommendation

Cabinet is asked to approve the proposed creation of 16 bus stops with clearway restrictions which are compliant with the Equality Act 2010, as set out in this report and in Appendices 'A' – 'E'.

Detail

Lancashire County Council has received two Section 106 funding amounts to improve bus facilities and access to public transport in Longridge. As a result, 16 existing bus stop sites were identified, and proposals drawn up to introduce raised boarding areas and accompanying clearway restrictions in compliance with the Equality Act 2010, to allow buses to draw parallel to the kerb.



Consultation

Consultation and formal advertising of the proposals were undertaken between 24 May and 21 June 2023 at 16 locations in Longridge. Objections to 8 of the 16 locations were received.

Bus stops 2500IMG1455 – Preston Road, 2500IMG1448 – Preston Road & 2500LAA16336 – Kestor Lane – (see Appendix A)

These three bus stops received objections, however after further targeted engagement and design revisions all objections were withdrawn.

Bus stop 2500JB73 – Berry Lane – (see Appendix B)

Objections:

1. Number of parking spaces would be reduced
2. Reduced access to local health services
3. Increased congestion & pollution on Berry Lane
4. The bus stop should remain on Market Place

In response:

1. Whilst the proposed build-out arrangement seeks to minimise parking loss the affected Berry Lane parking bay would be reduced from 21.3m to 13.3m. However, a 17 metre, 3 car parking bay with the same 9am-6pm, 1-hour restriction is proposed just 45 metres away, in place of the bus stop on Market Place.

Furthermore, implementation of the Berry Lane bus stop would include the removal of a second bus stop outside no's 1-3 King Street, removing any need to implement restrictions in that area.

2. The proposed bus stop location would allow passengers to alight much closer to local health services. This will improve accessibility to more people and be particularly beneficial to visually and mobility impaired users.
3. The stop is considered low-use and buses would only stop at this location to allow passengers to board and alight, so would only be stationary for the minimum amount of time.

The current range of buses are much more environmentally friendly. The stop is on a downhill gradient, so minimal acceleration would be required to set off.

4. The county council has received numerous complaints from Market Place residents, including a petition citing disturbance and air quality.

A further objective is to remove King Street and Market Place stops and consolidate these into one, retaining and increasing on-street parking in the area.



Buses leaving the Market Place stop have to arc across both lanes of traffic to turn left into Berry Lane, causing disruption, excessive idling and timetable delays.

Bus stop 25001117 – Berry Lane – (see Appendix C)

Objections:

1. Placing a shelter outside the Post Office would obscure a clear field of view and create a security issue for the staff and premises.
2. Older people could potentially trip over higher kerb when crossing road.
3. Post Office customer & business vehicles use the private forecourt in front of shop. Various vans access the forecourt for delivery and collections.

In response:

The county council proposes to relocate the shelter adjacent to the westerly boundary of the post office, leaving ample space for deliveries/collections.

The shelter would consist entirely of transparent safety glazing.

The raised kerb area is highlighted with contrasting coloured paving and the presence of a bus stop flag & timetable. This is consistent throughout Lancashire.

Bus stop 25001115 – Preston Road (see appendix D)

Objection:

I have owned the adjacent building for 9 years; we have never seen a vehicle parked on the proposed clearway location. This is an inappropriate use of public funds.

In response:

The bus stop clearway is proposed as part of a wider bus stop improvement programme throughout Longridge. This particular clearway has been included in the programme to ensure that the bus stop is not impacted in future, and by parked cars migrating from other areas once all measures are installed.

Bus stop 25001120 – Derby Road and Bus stop 25001443 - Derby Road (see Appendix E)

Objections (to both):

The proposed clearway will mean the loss of parking spaces

The length of clearway seems unnecessarily excessive

The clearway scheme as a whole is ill thought out and will cause traffic problems.



In response:

In light of various feedback, the northbound (25001443) bus clearway design was reviewed and the clearway shortened to 21 metres, removing any restrictions from residential frontages.

The existing southbound (25001120) bus clearway is to be extended northwards slightly, to meet the Towneley Road junction. This will allow the junction opening to be used as part of the entry length, enabling buses to draw parallel with the raised boarding area and minimising the clearway restriction required to 21 metres.

The requirement and rationale for the bus clearways is explained in the brief summary above. The frequency and brief stopping times of buses will not increase, however allowing buses to pull up parallel to the kerb would allow more room for any traffic to pass.

Appendices

Appendices 'A' to 'E' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Proposed Preston Road & Kestor Lane Bus Stop details (2500IMG1455 & 2500LA16336)
Appendix 'B'	Proposed Market Place & Berry Lane bus stop relocation details (2500JB73)
Appendix 'C'	Proposed Berry Lane bus stop details (25001117)
Appendix 'D'	Proposed Preston Road bus stop details (25001115)
Appendix 'E'	Proposed Derby Road bus stop details (25001120)

Implications:

This item has the following implications as indicated:.

Risk management

Failure to implement these proposals would result in Lancashire County Council not fulfilling their commitment to provide bus stops in Longridge which are compliant with the Equality Act 2010 and leaving the remaining Section 106 funding remaining unspent.

Financial

The total cost of the schemes in this report (including shelters etc) is estimated at £70,000 and will be funded by section 106s received from housing developers. The county council have received this money and if the works are not completed will have to repay the funding to the developers with interest. There is no financial risk to the county council from these proposals as work will be scaled to fit within the funding available.



Legal

The proposals in this report would be implemented under the Highways Act 1980, the Local Government (Miscellaneous Provisions) Act 1953 and the Traffic Signs Regulations and General Directions 2016.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

