

Report to the Cabinet

Meeting to be held on Thursday, 16 January 2020

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Leyland Central;

Broadfield Drive, Leyland - Bus Stop Clearways

(Appendix 'A' refers)

Contact for further information:

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Executive Summary

The Public Transport team has identified a need for two new permanent bus stops and bus stop clearways replacing the existing temporary two-way bus stop on Broadfield Drive, Leyland.

This report summarises the results of the formal advertising of the proposed bus stop clearways to which one objection has been received.

Recommendation

Cabinet is asked to approve the construction of two new permanent bus stop clearways replacing the existing temporary two-way bus stop on Broadfield Drive, Leyland.

Background and Advice

The Public Transport team has highlighted Broadfield Drive, Leyland as a location in need of upgrading to ensure the bus stops comply with the necessary requirements.

If constructed, the bus stops would see the creation of paved boarding areas 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.

Consultations

The formal advertising process was undertaken in August 2019.

The local County Councillor has raised no objection.

Lancashire Constabulary has raised no objection.

One objection has been received, indicating that the proposals would increase noise outside their residence, take away limited parking and create traffic problems. The objector requests resident parking permits as a compromise to help alleviate their concerns.

Officer response:

Noise may be increased slightly by waiting bus passengers, however, the bus stop is positioned at an appropriate distance away from the residence so as to minimise disturbance.

Whilst the clearways will remove 2 No. parking spaces, the construction detail has been designed to keep this to a minimum. In addition there is currently inset bay parking on both sides of the road outside the Spar and continuing down Broadfield Drive. Resident parking permits are aimed at areas where commuter traffic consistently removes any available parking for residents and where less than 50% of the properties have off road parking. Broadfield Drive does not meet this criteria therefore resident parking permits would not be a suitable compromise.

The existing temporary two-way bus stop is more likely to create traffic problems as there is no clearway marking or raised kerbs, thus causing difficulty for buses to stop at the desired location, potentially impeding traffic. It also makes it difficult for passengers with impaired mobility to board or alight the bus.

Implications:

This item has the following implications, as indicated:

Risk management

N/A

Financial

The total estimated construction cost is £8,000. It is proposed that this will be funded from the bus stop compliance revenue allocation.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A