

Report to the Cabinet

Meeting to be held on Thursday, 20 January 2022

Report of the Head of Service - Design and Construction

Part I

Electoral Division affected:
Lostock Hall & Bamber Bridge;

Corporate Priorities:
Delivering better services;

Station Road, Bamber Bridge - Bus Stop Clearways and On Street Parking Amendments

(Appendix 'A' refers)

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Brief Summary

This report outlines proposals to address safety concerns and implement bus stop improvements on Station Road, Bamber Bridge between Collins Road and Greenwood Road.

Consultation and formal advertising of the proposals has been undertaken and a number of objections have been received.

Recommendation

Cabinet is asked to approve the proposed bus stops clearways and associated bus stop infrastructure as shown in Appendix 'A'.

Detail

The proposals are related to outstanding works from the Bamber Bridge Local Centre Improvement Scheme and have been developed to address safety concerns raised by officers and bus operators and improve facilities at the existing bus stops on Station Road, Bamber Bridge between Collins Road and Greenwood Street.

It is proposed to amend the existing southbound bus stop adjacent to property 127 Station Road to alleviate safety concerns in relation to bus manoeuvres. The existing arrangement results in buses being unable to align at the stop correctly and having to manoeuvre into the opposite lane to depart the stop. The proposals will support safer bus movements and install a bus shelter. The proposal will result in minor

changes to the current on-street parking area with a reduction in space for one vehicle.

In addition, it is also proposed to create a new northbound bus stop with bus shelter, adjacent to 94 and 96 Station Road. Safety concerns regards the current temporary bus stop arrangement adjacent to property 104 Station Road have been raised relating to accessibility and it being sited on a pedestrian crossing point. The proposal will result in changes to the current on-street parking area with a reduction in space for one vehicle.

Bus stop clearway markings are proposed at both locations to prohibit vehicles except buses from stopping in the designated bus stops, ensuring buses have adequate access to the stops.

The proposals have been developed in consultation with public transport officers who considered passenger accessibility, safety, the needs of other road users, residents and businesses along with current guidance and recommendations.

The proposals are further detailed in Appendix 'A'.

Consultations

The proposals were advertised and formally consulted on during a four-week period in September and October 2021. This included an advertisement in the newspaper and posting of notices on site. Letters were also delivered to all properties affected by the proposals as well as the documents being available on the council's website and being sent to specific relevant organisations and persons.

Responses

As part of the consultation, the proposed scheme received four responses from objectors.

The points raised by the objectors are summarised below with officer response:

1. Northbound Stop - Concern with potential loitering, anti-social behaviour, damage to property and security of parked cars (3 Objectors)

In response, similar concerns have been raised in relation to comparable schemes within Lancashire. There is no direct evidence to support the view that these concerns are likely to occur, experience has shown that the perceptions and fears raised elsewhere have rarely materialised.

2. Northbound Stop - Loss of on-street parking places especially for vulnerable or disabled users (3 Objectors)

In response, the need to move the stop is because of safety concerns and the northbound bus stop location has been chosen as it is deemed to have the least effect on parking for residents compared to alternatives considered. Whilst it is recognised that residents like to park outside of their property, there is no legal requirement for it to be provided. The existing on-street parking at the northbound stop location is informal and has no associated traffic regulation order.

An application for a disabled parking bay in this location can be made and would be considered separately.

3. Northbound Stop - Concern with increase in noise levels (1 Objector)

In response, Station Road is a busy secondary distributor road within an urban area. It is considered that the noise levels arising from bus activity in this location would be imperceptible considering the existing volumes and types of traffic. Further, not all timetabled buses would stop, dwell time would be short and there would be no layovers here.

4. Northbound Stop - There are other more convenient locations (2 Objectors)

In response, recognising the need to relocate the stops because of safety concerns a comprehensive review of location options for the northbound bus stop has been undertaken and the proposed location is deemed to be the optimum position in consideration of accessibility, least effect on residential properties, parking and capacity on the network.

5. Northbound Stop - Insufficient width for shelter, waiting passengers and passing pedestrians (1 Objector)

In response, it is intended that the shelter be located wholly on the build out area therefore the existing footway width would remain. The build out area would provide additional space for waiting passengers.

6. Northbound Stop - Reduction of privacy for customers (2 Objectors)

In response, this location is a busy urban environment where properties have frontages directly onto footways. The current levels of traffic and pedestrian activity means that the location already experiences passers-by and occupants in stationary vehicles/traffic.

7. Northbound Stop - Reduction in location aesthetic, natural light, blocking/obscuring frontage visibility therefore reducing chance of passing trade (2 Objectors)

In response, this section of Station Road is a busy urban road, and it is considered that the proposals are consistent to what would be expected at such a location. The proposed bus shelter (2.8m long, 1.5m wide and 2.3m high) would comprise of clear glass sides and roof panels and be positioned centrally between properties 96 and 94 to minimise any visual impact and reduction in visibility to business frontages.

8. Northbound Stop - Reduction in air quality outside property (1 Objector)

In response, provision of quality, accessible and convenient bus stop facilities encourage modal shift from private car use to passenger transport use therefore helping to improve air quality, reduce carbon emissions and its effects.

9. Northbound Stop - Reduction in trade/detrimental effect to business (2 Objectors)

Trade fluctuates for a variety of reasons and there is little evidence to assess the impact of the northbound stop proposals on a business. For visitors to the businesses by car, the proposed location is deemed to have the least impact on

parking over alternative locations. The provision of a bus stop itself may generate passing trade from bus users.

10. Northbound Stop - Reduction in property value (1 Objector)

In response, 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

If appropriate bus stop facilities are not installed there is a continued risk to safety and a refusal by bus operators to serve the existing stops as a consequence as set out in the report above.

Financial

The scheme is estimated to cost £45,886 and will be delivered via funds remaining in the City Deal allocation for the Bamber Bridge Local Centre Improvement Scheme.

Legal

Safety should be a serious concern and the provision of bus stops should be at appropriate locations.

The authority has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network;
and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The authority has a power to provide bus shelters.

Equality

The proposals will provide Equalities Act compliant bus stops and therefore improve accessibility to passenger transport services and opportunities to the community.

Human Rights

The view has been expressed that the installation of a bus stop could interfere with residents' Article 8 Convention Rights, namely the right to respect for one's 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 of the relevant factors, these latter rights are considered to prevail.

Traffic Management

The northbound bus stop is located as far away as reasonably practical from the Collins Road signal-controlled junction to minimise the effect on expeditious movement of traffic.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A