

Report to the Cabinet

Meeting to be held on Thursday, 6 October 2022

Report of the Head of Service Design and Construction

Part I

Electoral Division affected:
Burnley Central East;

Corporate Priorities:
Protecting our environment;

Bus Stop Clearway, Lyndhurst Road, Burnley
(Appendix 'A' refers)

Contact for further information:

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Brief Summary

As part of a road safety scheme involving the use of raised junction tables, on Lyndhurst Road, Burnley, it has become necessary to relocate 2 bus stops and associated clearway. This report summarises the results of the public consultation regarding relocation of the bus stops including the objections received.

Recommendation

Cabinet is asked to approve the merging and relocation of 2 existing bus stops on Lyndhurst Road, Burnley, to a new location outside numbers 40 to 54 Lyndhurst Road, as shown on the plan attached at Appendix 'A'.

Detail

There has been a history of speed related accidents on Lyndhurst Road, Burnley. To address this, a scheme was devised, and funding allocated as part of the county council's annual countywide road safety programme.

After consideration of various factors, it was decided that a series of raised junction tables would be constructed to reduce average vehicle speeds without restricting traffic flow.



Highway design standards require that there is a minimum distance between any junction tables and a bus stop to allow buses to approach and leave safely. Due to the positions of the raised junctions relative to existing bus stops, relocation of 2 of the stops was necessary.

An agreement was reached with local bus companies to remove the 2 affected bus stops and merge into 1 new stop, located between the two existing. The new bus stop location also required a corresponding bus stop 'clearway', prohibiting parking and allowing the buses to pull in to a safe and accessible position, without delay.

The scheme was completed in March 2019; however, an oversight was discovered in the original advertising of the scheme, which meant that the formal public consultation for the associated clearway had not been carried out correctly.

As a result, a full, formal consultation exercise on the 24 hour bus stop clearway was carried out in January 2020. Various objections regarding the resulting loss of parking were received and duly considered.

Considering the responses received and following further discussions with the bus companies, a second consultation took place in March 2021 proposing a part-time bus clearway, only prohibiting parking between the hours of 7am and 8pm.

Consultations

In March 2021, a public consultation was carried out.

The local county councillor was consulted regarding the proposals and raised no objection.

Lancashire Constabulary was consulted and raised no objections.

5 occupiers of properties, living adjacent to and opposite the new bus stop location submitted objections. They are summarised as follows:

1. We were not properly notified about the planned bus stop.

In response, there was an error made during the legal process and only part of the scheme was consulted on, hence the retrospective consultation on the new bus stop and clearway location.

2. I am not happy for it to be the only bus stop on this road. Too many people use the other stops for any of this decision to be anything of a good decision.

In response, despite losing a stop, the maximum distance between nearby stops remains below the recommended 400 metres.

3. It is bad enough to park at night and on match day it will make it even worse if you put the bus stop in.

In response, whilst the designers appreciate there may be a loss of convenience for affected frontages, there is alternative on street parking close by the bus stop and



the proposed hours of operation for the clearway are between 7am and 8pm, allowing parking overnight.

4. With buses operating it usually creates the bottleneck.

In response, one of the main objectives of installing a clearway is to allow buses to pull in fully, allowing traffic to pass freely. Clearways also help buses to pull in more easily to the kerb, which can reduce passenger boarding and alighting times and help to minimise the time the bus is at the stop.

5. Passengers have taken to sitting on the front garden wall and sometimes take the opportunity to look in through the window; litter has been found in the garden; if my tenant decides to move are you going to reimburse me due to loss of income; I believe it may devalue my property; the stopping and starting of the buses may have a detrimental effect on the property.

In response, whilst there is the potential for visual disturbance to the property this needs to be balanced against the general rights and interest of the wider community, including public transport users. The powers under which the proposed works would be provided contain no statutory right to compensation.

6. Customers unable to park outside the Chemist

In response, bus stop clearway markings are included to ensure that buses have adequate access to pull in level to the raised kerbs, improving access for all to the bus services, particularly the elderly or mobility impaired. Lyndhurst Road is a local road with a mix of residential and small business properties and as a result roadside parking would be impacted wherever the bus stop was sited. Whilst the designers appreciate there may be a loss of convenience for affected frontages, there is alternative on street parking close by.

Having carefully considered the above objections, it is recommended that Cabinet approves the part-time bus clearway, to allow safe and efficient operation of the bus services on Lyndhurst Road.

Implications:

This item has the following implications, as indicated:

Risk management

Failure to approve the bus stop clearway would mean an alternative, less suitable location would have to be agreed with bus operators and the legal consultation process repeated.

Financial

There will be no further costs to the scheme if the bus stop location is approved.



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.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

