

The following appendix summarises objections / adverse comments relating to bus stop proposals (with clearway restrictions), No Waiting At Any Time restrictions, and alterations to Limited Waiting bays.

A total of 12 consultees responded, 10 of which objected.

Consultation Responses:

A reduction of parking spaces will impact on the local businesses and residents. Congestion caused will subsequently have a negative impact on air quality in the area.

(4 objectors raised this concern)

The reduction of existing limited waiting bays equates to 2 typical spaces. The loss of these spaces would be required to accommodate bus boarding points and has been considered on balance against the overall improvements, which include a return of on street parking in some areas where existing bus stops are removed.

Providing quality, accessible, and convenient bus stop facilities help to encourage a modal shift from private car use to public transport use and therefore help to reduce carbon emissions and its effects.

If the existing bus stop near Edward Street is relocated close to Smithy Street, there will be 3 stops in succession of each other (Lychfield Drive, Smithy Street and Hopwood Street)

(1 objector raised this concern)

The three stops identified within the response do not all serve the same routes. The additional bus stop near Hopwood Street would help to serve improved bus / rail interchange links. The relocation of the existing bus stop at Edward Street to the

proposed location at Smithy Street provides a more consistent spacing between bus stops.

Without the intermediate stop near Smithy Street, the remaining two stops would be approximately 450m apart, where accessible bus stop guidance recommends a maximum spacing of 400m.

Vehicles won't be able to pull out of side roads when buses are picking up and dropping off passengers.

(2 objectors raised this concern)

Generally, enough space for one vehicle to pull out has been allowed for. Where buses are likely to restrict egress from a junction, appropriate consideration has been given to whether not if the road is a through route, the number of properties it serves, and if the bus stop is a timing stop (where none are).

No Waiting At Any Time restrictions have been proposed at the junctions of Sergeant Street, Hopwood Street, Wesley Street and Smithy Street to protect the junction from cars parking close to the junction thereby improving visibility and allow vehicles to manoeuvre into Station Road more easily.

Issue with the loss of approximately 2 car spaces in the layby on Sergeant Street outside Allan's Barbers. The loss of parking spaces near Sergeant Street will impact on residents and businesses

(1 objector raised this concern)

The build out proposals leave the layby with 14 metres which will be able to accommodate 3 parked cars. The loss of these spaces would be required to accommodate bus boarding points and has been considered on balance against the overall improvements, which include a return of on street parking in some areas where existing bus stops are removed.

Concern has been raised about the location of the bus stop outside the Bargain Booze and resident has suggested the need for a zebra crossing. Locating the bus stop near the Bargain Booze will impact on their customers not being able to park outside the shop once the clearway is in place.

(1 objector raised this concern)

There is currently an existing bus stop at this location, where it is proposed to extend the clearway to the north and prevent vehicles associated with the off license from parking in the carriageway and impeding bus accessibility to this stop. Restrictions would not prohibit parking on the private forecourt. The prohibition of parked vehicles in this location would also help improve visibility for crossing opportunities. There is insufficient space for a formal crossing due to driveways and forecourts.

Installing a timber shelter like those near Morrisons will not be visually attractive as they wear down due to weather elements.

(1 objector raised this concern)

The proposed timber shelters were specified as part of the public realm paving works carried out in 2017. The remaining timber shelters would be provided by South Ribble Borough Council at no cost to Lancashire County Council. Timber shelters already installed as part of those works have been recently inspected and are in good condition.

Reducing the existing Limited Waiting bays outside John Dory Chippy (no 252 Station Road) will impact Disabled customers.

(1 objector raised this concern)

The Limited Waiting Bays in this location would be reduced by approximately 1m. It is not anticipated to impact the number of vehicles that can access this location, as the proposed bus boarding point utilises an existing 'built-out' section of kerbing where parking is already unavailable.

The proposed Bus Stop at Hopwood Street should be located outside the police station, where they can more easily allow traffic to pass.

(1 objector raised this concern)

The Hopwood Street bus stop has been proposed in this location as it best suits public transport needs as an interchange link between bus and rail. Consideration was given to several locations with a safety audit carried out, however other locations had numerous feasibility issues surrounding visibility to the level crossing.

Bus stops that require buses to pull out of the carriageway lanes (such as laybys) on busy routes have a negative effect on public transport. Insufficient gaps in traffic prevent buses from re-entering the carriageway, causing delays to journey times.