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Heston & Cranford Area Committee – 31 May 2012

BUS STOP IMPROVEMENT PROPOSALS ON H28 AND 111 ROUTES ON CRANFORD LANE AND SPRINGWELL ROAD HESTON

Report by: **Director of Environment**

Summary

This report presents proposals for five bus stop improvements for Routes H28 and 111 on Cranford Lane and Springwell Road in Heston.

1.0 RECOMMENDATIONS

That the Committee:

- 1.1 Notes the proposal details for bus stop improvements on Cranford Lane and Springwell Road.
- 1.2 Approves the five bus stop improvement and clearway proposals at an estimated cost of £10,000, as set out in the report and on Attachments A-C.

2.0 BACKGROUND

- 2.1 The Council has an aim to make bus stops in the borough Equalities Act (previously the Disability Discrimination Act) compliant and following requests from London Buses, proposals have been drawn up for bus stops on Cranford Lane and Springwell Road. The measures proposed below are in keeping with the Mayor of London's Transport Strategy and the Equalities Act. The council has also progressed a Local Implementation Plan for Transport 2011-2031 which refers to the aim of improving bus stop accessibility. These proposals will contribute to the delivery of this ongoing programme.
- 2.2 Route H28 connects Bulls Bridge to Osterley. The service passes along Springwell Road and Cranford Lane (to the west of the Springwell Road mini roundabout). It has a Monday to Saturday daytime frequency of three buses per hour in each direction. On Sundays the route has two buses per hour operating in each direction. The Route 111 runs between Heathrow Central and Kingston and passes along the whole length of Cranford Lane. It has a Monday to Sunday daytime frequency of six buses per hour in each direction.
- 2.3 Proposals have now been developed for 5 bus stops 27901 on Cranford Lane and BP3644, BP3670, BP3643 and BP3669 on Springwell Road.
- 2.4 As shown in Attachment A, the proposal involves the introduction of a 31 metre long bus stop clearway at stop 27901 on Cranford Lane eastbound near Somerset Waye.
- 2.5 As shown in Attachment B, access to the bus stop BP3644 on Springwell Road northbound near Speart Lane would be protected by a 25 metre long bus stop clearway.
- 2.6 As shown in Attachment B, access to the bus stop BP3670 on Springwell Road southbound near Speart Lane would be protected by a 25 metre long bus stop clearway.

- 2.7 As shown in Attachment C, at the bus stop BP3643 on Springwell Road northbound near Blackthorn Court a 25 metre long bus stop clearway would be provided to improve bus stop access.
- 2.8 As shown in Attachment C, at the bus stop BP3669 on Springwell Road southbound near Blackthorn Court a 19 metre long bus stop clearway would be provided to improve bus stop access.

3.0 COMMENT

- 3.1 The bus stop clearways would be marked out to prevent parking at any time. The aim of introducing the clearways is to enable the buses to reach the kerbside more easily and safely. They would help improve access for all bus passengers and people with disabilities and help wheelchair users board and alight from the bus more safely.
- 3.2 The total cost of completing the measures at the stops is £10,000. Of this £1,500 is needed to cover officer liaison activities and public consultation and £1,500 is required to mark out the bus stop clearways. £7,000 is required to make improvements to the hardstanding areas near some of the bus stops. This sum would be reclaimed from the Transport for London bus stop accessibility budget for 2012/13.

Consultation Process and Outcomes

- 3.3 Last year a consultation exercise was carried out to ensure that the proposals would, as far as possible, represent the wishes of the bus passengers as well as the local residents.
- 3.4 The 3 Ward Councillors were notified about the proposals and shown drawings and consultation letters. A total of 96 consultation letters were sent to residents. Scheme plans were sent out on 18 May 2011 to 31 households on Cranford Lane and 65 households on Springwell Road. Responses were invited up to 15 June 2011.

Cranford Lane

- 3.5 No objections were received about the proposed clearway at the eastbound Cranford Lane bus stop 27901 shown on attachment A. In view of this and the expected benefits of the proposal it is recommended that the 31 metre clearway is provided on Cranford Lane.
- 3.6 The existing westbound stop 27902 is not provided with a clearway at the moment. There are crossovers in the alighting and boarding zone of the stop. The presence of the crossovers mean that access to the stop is rarely impeded by the presence of parked vehicles. The main disadvantage of the stop 27902 is that there is only a short section of low kerbing available for use by passengers boarding or alighting the buses.
- 3.7 A review of the spacing of all westbound bus stops between Vicarage Farm Road and Armytage Road will be undertaken by officers and alternative bus stop positions will be investigated and discussed with TfL London Buses.

Springwell Road

3.8 A resident responded in support of the proposals for bus stops BP3644 and BP3670 on Springwell Road near Speart Lane shown on Attachment B. They stated that the proposals would be a great help by assisting the buses being able to stop right on the kerb.

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- 3.9 An objection to the proposed northbound bus stop BP3644 proposal on Springwell Road was received from a resident of Cranford Lane. The respondent objected because they claimed the yellow clearway would prevent external access to their property via Springwell Road. The resident claimed that the bus stop proposal would remove available on street parking.
- 3.10 However the resident would still be able to access the service road located at back of their property over the yellow bus stop clearway. Also unrestricted parking would be available to the north and south of the clearway on the westside of Springwell Road.
- 3.11 A resident of Beech House supported the proposal but requested that the bus stop BP3670 proposal on Springwell Road be adjusted so that the bus stop was moved a short distance northwards. The respondent said that the proposed clearway at the existing stop position would mean remaining available on street parking would be a long way from his property and moving the stop would provide on street parking closer to the property. However it is not possible to move the stop northwards as the two stops on Springwell Road need to be staggered in case northbound and southbound buses arrive at the stops simultaneously.
- 3.12 In view of the lack of objections to the proposals on Springwell Road it is recommended that the clearways at bus stop BP3644, BP3670, BP3643 and BP3669 are provided.
- 3.13 It is acknowledged that certain individual householders may suffer a slight loss in available on street parking, but overall the proposals will benefit the community as a whole. There is ample unrestricted on street parking available in the area and many properties have off street parking. The clearways would increase safety for all road users and prevent parked vehicles blocking access to the bus stops that can occur on occasions.
- 3.14 The scheme measures have been carefully designed and affected residents have been given full details of the proposals. Positive benefits such as an improved bus service and road safety benefits for all road users are likely to accrue from the proposals.

4.0 EQUALITIES DUTIES IMPLICATIONS

- 4.1 A relevance test has been carried out and it is considered that there will be no adverse impacts in respect of protected characteristics. As such, the Council considers that there is no need for an Equalities Impact Assessment to be carried out and that in approving this proposal the Council will be acting in compliance with its duties.
- 4.2 Improving public transport benefits people who do not own or have access to private transport. Young people, elderly people and lower income groups are over-represented in this category. People with disabilities are increasingly able to use normal bus services, provided that bus stops are properly designed and appropriately enforced to ensure that buses are able to pull completely up to the kerb.

5.0 ENVIRONMENTAL ANALYSIS

5.1 Making public transport more attractive should encourage a modal shift from private car travel. Reduced private car travel delivers environmental and health benefits through reduced congestion, pollution and accidents.

6.0 NETWORK MANAGEMENT IMPLICATIONS

6.1 The Traffic Manager has been consulted on this report and comments that the proposals will improve conditions for bus passengers, without significantly affecting traffic flows and therefore are consistent with the Council's Network Management duty.

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6.2 The Traffic Manager also comments that due consideration must be given to minimising disruption to traffic flows during implementation, should the proposals be approved.

7.0 COMMENTS OF THE CHIEF FINANCIAL OFFICER

As stated in paragraph 3.2 above, the total cost of delivering the scheme is estimated to be £10,000 including £1,500 costs of marking out the bus stop clearways and £1,500 officer charges for design and co-ordination. £7,000 is needed to make improvements to hardstandings at some of the bus stops. These costs will be met from the 2012/13 Transport for London bus stop accessibility budget of £120,000.

8.0 COMMENTS OF THE ASSISTANT DIRECTOR CORPORATE GOVERNANCE

8.1 The Assistant Director Corporate Governance supports the recommendations in the report.

Background Papers:
Scheme diagram, consultation letter and response.
This report has been or is due to be considered by:
Heston & Cranford Area Committee – 31 May 2012
This report is relevant to the following wards/areas:
Heston Central and Heston West
This report has been reviewed and approved for submission by:
Chris Calvi-Freeman, Head of Transport.

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