

Transport and Environment Committee

10.00am, Tuesday, 27 August 2013

Objection to Bus Stop Clearway – Clark Road

Item number	8.1
Report number	
Wards	Forth

Links

Coalition pledges	P19
Council outcomes	CO22
Single Outcome Agreement	SO4

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Executive summary

Objection to Bus Stop Clearway – Clark Road

Summary

A report by the Director of City Development, detailing a change in legislation, concerning the provision of bus stop road carriageway markings was noted by the executive of the Council, on 4 May 2004. These markings are now mandatory and include a “Clearway” marking, to assist enforcement, which would prevent general vehicles parking or stopping at bus stops.

The Council has a rolling programme to introduce bus stop boxes and Clearway markings at all bus stops under its control, including bus stops on Clark Road.

Recommendations

It is recommended that the Committee approves the proposal to provide new bus stop box markings, with associated Clearway marking and time-plate, at the existing bus stop number 206680, outside 50 Clark Road.

Measures of success

Expansion of bus stop boxes, and associated Clearway markings, will enhance the effective operation of bus services and assist in maintaining a high quality and reliable public transport system.

Financial impact

Should the Committee decide to approve the alternative option of providing a bus stop boarder, this will cost approximately £10,000. This cost will be met from the Bus stops and shelters Capital allocation this financial year.

Equalities impact

Reliable bus services, through improved access, will improve amenity and accessibility for many disadvantaged groups, including the elderly and infirm and will improve access to employment, education and recreational facilities.

Sustainability impact

An attractive public transport network will help achieve a sustainable Edinburgh. An improved transport system based on sustainable alternatives to the car is a high priority for Edinburgh, to tackle congestion and enable everyone to have the best possible access to jobs and essential services.

Consultation and engagement

On-street notices were attached to the affected bus stops for 30 days and letters were sent to householders directly affected by the markings. These provided details of the proposed markings and information about how to object.

Councillors Cardownie, Day, Jackson and Redpath were consulted on 29 July 2013 on this report and all indicated their support for the proposal.

Background reading/external references

None.

Objection to Bus Stop Clearway – Clark Road

1. Background

- 1.1 The Road Traffic (1998) Act and the Traffic Signs Regulations and General Directions 2002: Statutory Instrument, in respect of bus stop markings, notes that yellow bus stop box road markings are no longer advisory but become mandatory, reinforced by a wide, yellow, kerb side “Clearway” marking and associated time-plate signage.
- 1.2 The Clearway marking makes it an offence for a general vehicle to stop, park or load within a marked bus stop. This produces benefits in allowing buses to draw into the kerbside in all circumstances. This helps buses to access bus stops, assisting passengers to board or alight more easily and safely. Without Clearway markings it is not possible to realise the full benefits of low floor buses for disabled passengers and parents with buggies.
- 1.3 The introduction of such markings is not subject to a Traffic Regulation Order process, therefore, there is no requirement for formal consultation. However, informal consultation is undertaken in order to notify the public of the Council’s intentions.
- 1.4 It is agreed Council policy (4 May 2004) that bus stops should be signed with a pole, flag, bus stop box and Clearway marking with minimum length 25 metres. In addition, it is Council policy that Clearway markings should be operational 24 hours, seven days a week, in the interests of consistency and to avoid enforcement difficulties.
- 1.5 While there is no statutory obligation to consult on the introduction of bus stop Clearway markings, it is Council policy to inform frontagers through the erection of street-bill type notices at, or near, the affected bus stops. It has previously been agreed that any representations received, which could not be resolved, would be reported to the appropriate Committee for consideration.

2. Main report

- 2.1 The Council has a rolling programme to introduce bus stop boxes and Clearway makings to bus stops throughout the City. Currently there are around 1,400 bus stops with Clearway markings, with approximately 800 still to have markings installed.
- 2.2 The most recent phase targeted 80 bus stops throughout the City. This phase included bus stops on Clark Road. Stops here were prioritised as a result of a request from a bus passenger who was having difficulty boarding and alighting the bus due to parked cars restricting access to the bus stops.
- 2.3 Representations were received relating to three of the locations on Clark Road. Two of the representations have been addressed, leaving one representation, relating to bus stop number 206680, outstanding and unresolved.

Bus Stop No. 206680 – 50 Clark Road

- 2.4 A representation was received from the resident of 49 Clark Road who objects to the new bus box and associated Clearway marking having a 24-hour, seven-day restriction, on the grounds that it will restrict parking and prohibit vehicles parking on-street directly outside the property as well as a possible reduction in the value of their house.
- 2.5 It is national and Council policy to sign bus stops with a pole, flag, bus box and Clearway marking which prohibits parking 24-hours, seven days a week. It is accepted that the introduction of the Clearway markings will result in their provision at some bus stops that currently do not suffer from parking problems. However, the Council is obliged to provide them if a bus stop box is provided. A consistent 24-hour restriction at each location is considered to be the most appropriate in terms of enforcement and for motorists to clearly understand their operation.
- 2.6 The bus stop box will be 19 metres in length, a reduction from the standard 25 metre length, in order to minimise the loss of on-street parking. While there is no automatic right to park a vehicle on-street directly outside a property, there would still be space to park vehicles either side of the bus stop marking and it should be noted that there are no other parking restrictions on Clark Road. Although there appears to be quite a high demand for on-street parking on Clark Road, both by residents and informal park and ride commuters, numerous visits to the location have confirmed that kerb side parking is often available within a short distance of 49 Clark Road.
- 2.7 The bus stop concerned has been in its current location for a number of years, is well established and ideally located to serve local residents, those visiting St Serf's Church and as an interchange point with bus services on Ferry Road.

- 2.8 Bus stop boxes, with Clearway markings, will be introduced at all other bus stops in Clark Road and not providing such markings at bus stop 206680 would make it inconsistent with the others. It is considered that the overall benefits outweigh the outstanding objection.
- 2.9 An alternative to the bus stop clearway marking would be to install a bus stop boarder. This would be a new extended area of footway built out in to the carriageway and would result in the loss of approximately six metres of on-street parking. This solution would cost approximately £10,000. Given the availability of free on –street parking within the vicinity, it is not considered that this expenditure is justified.

3. Recommendations

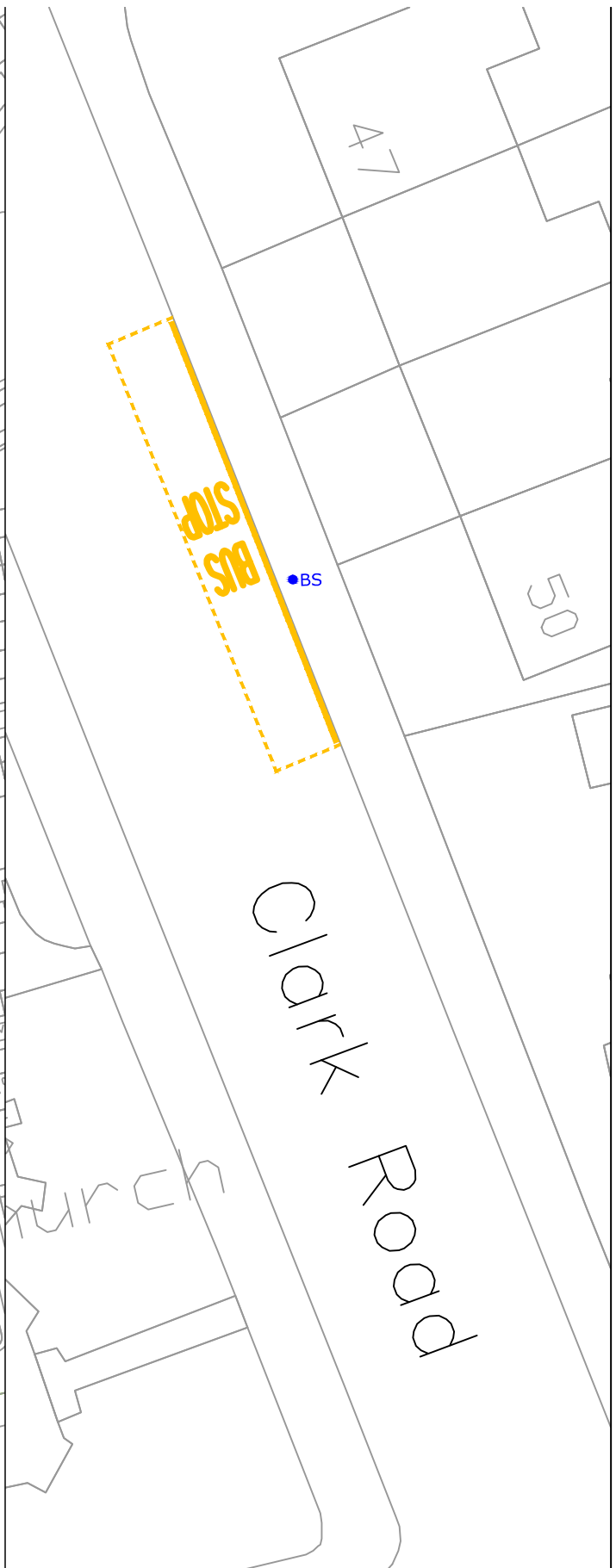
- 3.1 It is recommended that the Committee approves the proposal to provide new bus stop box markings, with associated Clearway marking and time-plate, at the existing bus stop number 206680, outside 50 Clark Road

Mark Turley

Director of Services for Communities

Links

Coalition pledges	P19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.
Council outcomes	CO22 – Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
Single Outcome Agreement	SO4 – Edinburgh’s communities are safer and have improved physical and social fabric.
Appendices	Appendix 1, plan of Clark Road, bus stop box and clearway Appendix 2, plan of proposed boarder



Appendix 1: Bus Stop Box with Clearway marking - 50 Clark Road

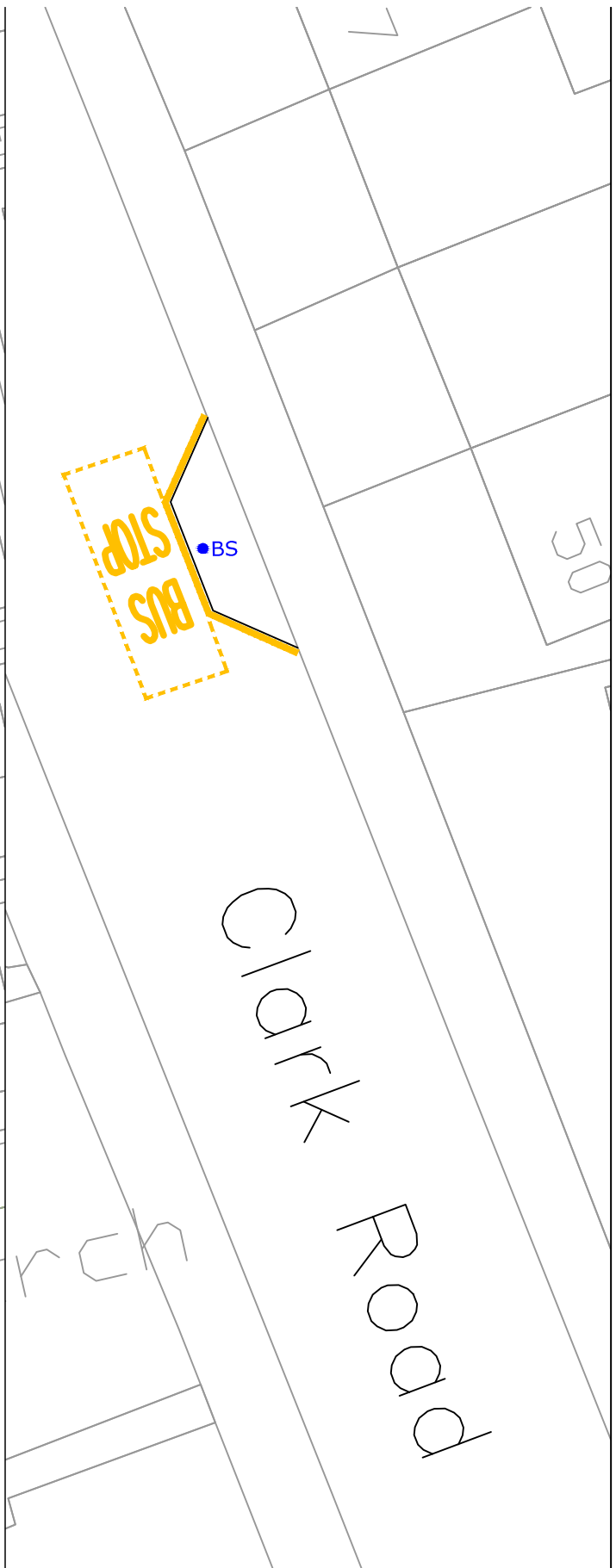
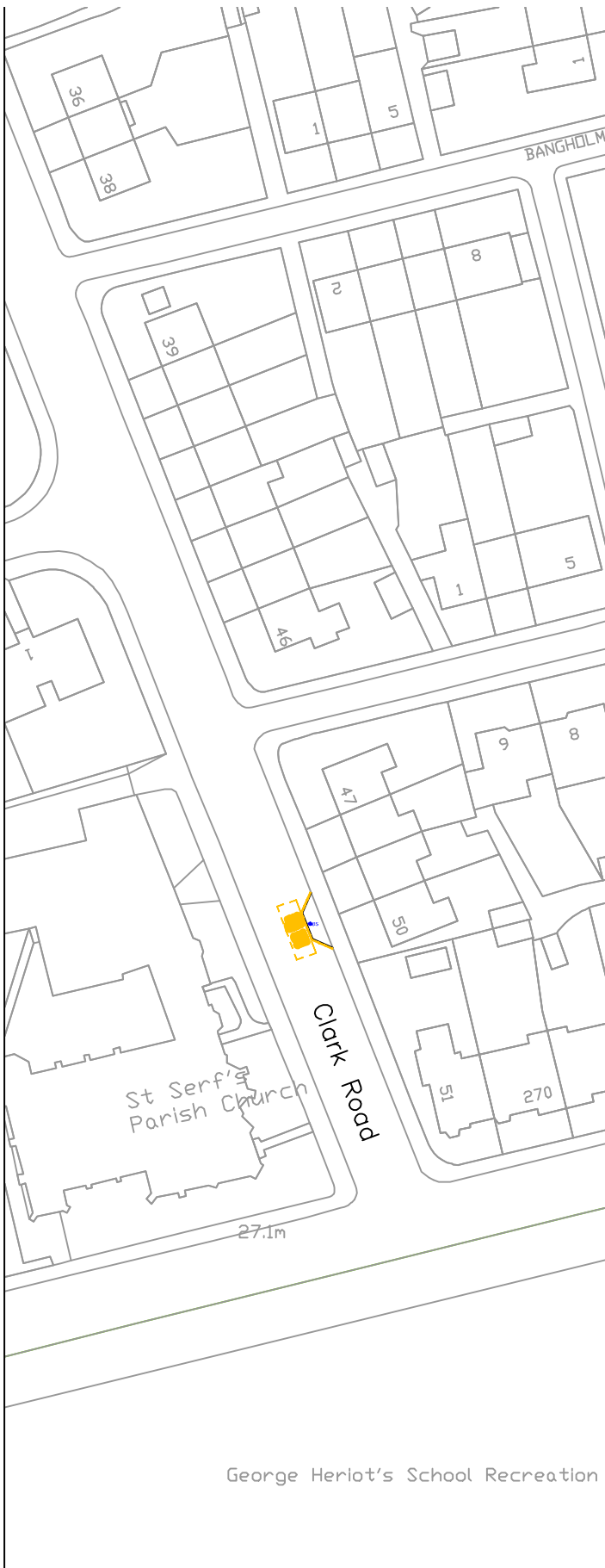
SERVICES FOR COMMUNITIES
 The City of Edinburgh Council
 Level C2, 4 East Market Street
 Edinburgh, EH8 8BG
 Tel. No. 0131 - 200 2000

TRANSPORT
 Public Transport & Accessibility

Date: 17 July 2013
 Scale: Varies

Drawn by: G Wilson
 Checked by: S Lowrie

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Appendix 2: Bus Stop with Boarder, Bus Stop Box and Clearway marking - 50 Clark Road

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