

SWALE JOINT TRANSPORTATION BOARD 10TH DECEMBER 2012

Subject:	Bus Stop Improvement Programme, Faversham
Director/Head of Service:	Director of Transportation – Kent County Council
Decision Issues:	These matters are within the authority of the Kent County Council and Swale Borough Council
Decision:	For recommendation
Ward/KCC Division:	Wards: Davington Priory; Watling KCC Div: Faversham
Summary:	This report outlines proposals to provide two new bus stop clearway markings in Faversham.
To Recommend:	That Bus Stop clearways are marked out at: Lower Road, Faversham on the northern side between points 40m and 71m west of the junction with Willow Avenue; Bysing Wood Road, Faversham on the north eastern side between points 28m and 47m south east of the junction with Giraud Drive
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

1.0 Introduction and Background

- 1.1 A programme of bus stop improvements in Faversham has been undertaken through the summer to make bus services more efficient and more attractive. This has been carried out using developer contributions from the Sainsbury's superstore in Bysing Wood Road and is targeted at reducing car journeys to the store.

2.0 Bus Stop Improvement Programme

- 2.1 The programme covered the bus routes across Faversham and included the provision of:
- New bus stop flags and timetable cases to give passengers accurate information,
 - Raised footway at the bus stop to assist people with wheelchairs and prams,
 - Bus stop clearway markings on the carriageway to prohibit parking to enable the bus to pull up close to the kerb to help passengers to boards and alight.

The majority of these works have been carried out with no problems, with the exception of two bus stops.

3.0 Lower Road

- 3.1 There is an existing unmarked bus stop in Lower Road opposite the junction with Roebuck Road in which parked cars prevent the bus from pulling up at the kerb. The bus service has a 30 minute frequency. Letters of consultation were sent to residents adjacent to the proposed bus stop marking and objections have been received from the majority of them on the grounds of loss of parking and visibility of passengers into their houses.
- 3.2 There is no requirement for a traffic regulation order for bus stop clearway markings, but local consultation should be undertaken. All of the houses affected by the proposed bus stop marking have off street parking, and there are no parking restrictions in the vicinity.
- 3.3 Alternative locations have been investigated, but if the stop were to be moved away from the current location it would unbalance the spacing of other bus stops on Lower Road. It is recommended that the bus stop clearway marking should be provided in the location as shown on the drawing at Appendix 1 notwithstanding the objections received.

4.0 Bysing Wood Road

- 4.1 There is an existing bus stop in a layby in Bysing Wood Road just south east of the junction with Giraud Drive. It has a bus stop marking without a clearway and a rather dilapidated bus shelter. Motorists frequently use the bus stop as a parking layby and the bus then has to stop in the road whilst pedestrians have to walk between the parked cars to board.
- 4.2 The bus stop marking without a clearway is no longer a permitted road marking, and bus operators prefer to stop on the carriageway rather than in laybys as this speeds up the process of pulling up to and away from a bus stop.
- 4.3 It is therefore proposed that the bus stop is moved to the western end of the layby and moved onto the carriageway (location A). A short infilling of the layby at its western end would accommodate a new bus shelter, and the remainder of the layby can be used for parking. Consultation was undertaken on this proposal and prompted an objection from the adjacent resident on the grounds of safety as this would place concentrations of pedestrians closer to the drive of her house.
- 4.4 Consultation was also undertaken on an alternative location at the eastern end of the layby, (location B) which would not be so convenient for the bus, which would have to pull up against parked cars, but this also received an objection from an adjacent householder. A further consideration was that the bus shelter could be sited on a pier in the centre of the layby, effectively in its current position but enabling the bus to stop on the carriageway, (location C). This would reduce the number of cars that the layby can accommodate and would be more difficult for the bus. These alternative sites are shown on the drawing in Appendix 2.
- 4.5 It is recommended that the bus stop should be provided at the western end of the layby, (location A). The risk to pedestrians is not judged as serious as there is a 4.3m wide verge between the back edge of the footway and the property fence enabling good visibility of the highway.

5.0 Conclusion

- 5.1 Improvements to bus stops enable passengers to board with ease and may make the difference for a passenger with a wheelchair between making a journey by bus possible or making it inaccessible. Prohibiting parking at bus stops allows the bus to use the stop more quickly and makes the service more efficient and more attractive.

6.0 Recommendation

It is recommended that bus stop clearways are marked out at:

Lower Road, Faversham on the northern side between points 40m and 71m west of the junction with Willow Avenue;

Bysing Wood Road, Faversham on the north eastern side between points 28m and 47m south east of the junction with Giraud Drive

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