

Upgrade of Bus Stops in the Bramhall and Cheadle Hulme area

Report of the Corporate Director for Place Management & Regeneration

1. INTRODUCTION AND PURPOSE OF THE REPORT

- 1.1 Members are requested to consider the contents of the report, noting the results of the recent consultation exercise carried out and any objections received relating to the upgrading of existing bus stops, as well the relocation of one bus stop in the Bramhall and Cheadle Hulme area.

2. INFORMATION

- 2.1 Transport for Greater Manchester (TfGM) have secured funds from the Growth Deal 3 (GD3) allocation from central government, for a Bus Passenger Enhancement Project, of which a sum of this money has been allocated to Stockport Council to upgrade 29 bus stops. These stops are to be chosen by TfGM and are in the Bramhall and Cheadle Hulme area.
- 2.2 The aim of the Bus Passenger Enhancement Project is to improve the passenger experience delivering improved journey times for buses, whilst ensuring that the facilities are compliant with accessibility standards.
- 2.3 The bus stop upgrades will include (where applicable), raised kerbs to 160mm, upgraded bus stop platforms constructed using different coloured contrasting materials, the provision of a clearway and sign plates, and the replacement of bus stop poles and time plates. Refer to the standard detail **Drawing Nos STP_H_21 and STP_H_22**
- 2.4 Footway treatment (in line with the TfGM Bus Stop Design Guide and Local Authority Design Specification) will be applied to stops. Any stops not receiving the above footway treatment will require reinstatement to match the existing surface. As a result of the raised bus platform, any existing bus stop shelters will also need to be raised to an adequate level.
- 2.5 The introduction of bus stop clearways at stops which currently do not have one will reduce the number of instances in which buses are unable to fully dock against the kerb, which would negate the level boarding provided by a 160mm kerb height. The clearways will be active during all operating hours of service using the stop. A clearway sign plate will also be installed if there is currently no plate at the relevant stop. This sign will make it clear to drivers that they must not park within the bus stop cage marking. The introduction of 'No Stopping Except for Buses' Clearway is established under Section 36 of the Road Traffic Act 1988 (None TRO Based)
- 2.6 All poles will be replaced if necessary, along with plates which require an upgrade. These upgrades to poles and plates are essential in supporting the main enhancement works which generate time saving benefits.

2.7 The Bus Stop enhancements are being undertaken at 29 locations in the Bramhall and Cheadle Hulme area. These are across three wards, with a summary of the number of locations per Ward below.

- Bramhall North = 18
- Bramhall South & Woodley = 7
- Cheadle Hulme South = 4

2.8 The actual roads that the bus stops are to be upgraded are as follows:

- Ack Lane East = 7
- Ack Lane West = 3
- Bramhall Lane South = 9
- Dairyground Road = 6
- Fir Road = 2
- Seal Road = 2

2.9 The bus stops on Bramhall Lane South are within a conservation area, and thus due to the constraints and requirements in preserving the character and appearance we have been in contact with the conservation officer to discuss our proposals. Bus stops situated between the War Memorial and Benja Cottage on Bramhall Lane South have already been upgraded using contrasting materials (Neutral colours of silver and dark charcoal and use of Marshalls conservation kerbs and flags) with minimised highways markings (omitting the usual 'Bus stop' lettering and coloured surfacing). Therefore the 9 stops to be upgraded on Bramhall Lane South will be constructed in the same way.

2.10 We have broken down the bus stops to be upgraded into two main groups

Informatory

These are the bus stops that already exist in front of properties, and already have 'Bus Stop' clearways, thus it was deemed that we would inform the residents that all we are doing is constructing a raised platform. On the assumption of this we were to present a report to Cllr D Mellor (Cabinet Member Economy & Regeneration) to inform him of the works to get approval.

Consultation

This relates to the group of Bus stops that we are to upgrade and introduce 'Bus Stop' clearways and thus it was deemed that we would send out letters to the residents to inform them of our proposals and to ask for their comments, in particular the bus clear war markings

3. FUNDING

The cost of the Bus Stop enhancements has been estimated by TfGM at £186k All of the associated costs to be covered by the Growth Deal Fund.

4. CONSULTATION

- 4.1 The Members in each Ward to which the proposed works will take place have been informed by e-mail.
- 4.2 'Informatory' and 'Consultation' letters with copies of drawings showing the proposals of our intentions to upgrade the bus stops, have been delivered to the residents of which the stops front their properties'

5. RECEIVED COMMENTS

- 5.1 Following the consultation we have received a number of comments relating to a number of bus stops to be upgraded these being as follows:-

Bramhall Lane South

Bus Stop Ref: SG0607 (1 objection)

- Informed that proposals would cause inconvenience as the resident does not have any off road parking facilities, and parks straddling the footway / carriageway after the restricted parking times 'No Waiting Mon – Fri 8.30am to 4.30pm' which are in place at present.

Dairyground Road

Bus Stop Ref: SG1700 (1 objection)

Comments

- One of the residents made comment that they did not want the bus stop near their drive, and instead would like an 'Access protection' marking so that vehicles would not block the drive, as they have a disability.

Officers Reply

- The property has off road parking facilities for approximately 3 vehicles. The initial proposal was to install a timed clearway 'All Days 7am to 7pm'. However, we have now changed the timings to 7am to 7pm Monday to Saturday to match the stop opposite. The clearway will ensure the driveway is not obstructed, except for when a bus is stopped at the stop which is what is happening at present. The stop is not listed as a timing point so buses will only stop momentarily to allow passengers to board and alight.

Bus Stop Ref: SG1701 (1 objection)

Comments

- Buses are using the existing stop very satisfactorily, so why the need to change as there is nothing wrong with the existing system.
- We are senior citizens and not very mobile. Introducing a 'Bus Stop' clearway in front of our drive is not acceptable.
- Buses do not run on a Sunday so why are people not allowed to stop on days when the buses do not operate.

Officers Reply

- The property has off road parking facilities for 2 vehicles. The initial proposal was to install a timed clearway 'All Days 7am to 7pm'. However, we have now changed the timings to 7am to 7pm Monday to Saturday as there is no bus on a Sunday. The clearway will ensure the driveway to the property is not obstructed, except for when a bus is stopped at the stop which is what is happening at present. The stop is not listed as a timing point so buses will only stop momentarily to allow passengers to board and alight.

Ack Lane East

Bus Stop Ref: SG0629 (1 objection)

Comments

- I am supportive of improvements but note that the 'Bus Stop' clearway will extend across my driveway. This could cause a problem with deliveries to my property by vehicles that are too big to get into and turn around in our drive.

Bus Stop Ref: SG0630 (1 objection)

Comments

- Whilst we are fully supportive of the accessible Bus Stop scheme, we feel that the introduction of a 'Bus Stop' clearway is not particularly appealing aesthetically, and have concerns over how it will impact the value and saleability of our properties.
- We feel the clearway is unnecessary given the location of the stop and the level of usage.

Bus Stop Ref Nos: SG0631 and SG0632 (9 objections)

Comments

- Concern about the disproportionate cost of undertaking the accessibility build and the road markings where money is tight at present.

- The area is environmentally a heritage site. The proposals are modern which is totally out of character and spoils the area. It is totally out of keeping with the road.
- Based on the low level of usage and the location of the stop, we feel it unnecessary to introduce a 'Bus Stop' clearway as it is not appealing aesthetically.
- There are no issues with vehicles having to park on the highway, as all properties have large driveways for a number of vehicles.
- Over the years the residents have seldom seen anybody waiting to catch a bus.
- The bus stops work perfectly fine as they are. The proposals would make this road appear unsightly with the bright yellow road markings and raised platforms. Ack Lane West is a pleasant quiet area were residents have a great amount of time and effort, plus expense. We think this cheap bold type of structure is really out of kilter with the neighbourhood.

Bus Stop Ref: SG0633 (1 objection)

Comments

- I have noticed a large part of the raised boarding platform would affect the entrance to my driveway.
- I have noticed the 'Bus Stop' clearway would be in front of my property, therefore I am concerned that the entrance to the driveway would be blocked.

Officers Reply

- Following a discussion with the resident, I have informed them that the raised platform would not interfere with the driveway of the property.
- The clearway will ensure the driveway to the property is not obstructed, except for when a bus is stopped at the stop which is what is happening at present.

Ack Lane West

Bus Stop Ref: SG0634 (Relocated) 3 objections with petition

Following a site assessment of the existing stop, which is located outside house number 27 Ack Lane West, it was agreed that the stop should be relocated to a new position outside of house number 69 Ack Lane West.

The reasons for the stop relocation is due to the existing stop being sited adjacent a right hand turning lane for Yew Tree Park Road, and at the start of a left hand bend. The site assessment was undertaken by representatives of TfGM, Stockport MBC and GM Police and the revised stop location was deemed safe.

One of the residents objecting to the proposals as generated a petition consisting a list of 38 residents.

Comments

- If buses stop outside of the properties the upper deck passengers will be able to see directly into the living room and front bedrooms.
- Loss of on street parking was a factor of choosing to live here. This is more important to one of the residents who is a disabled adult with two young children. Any impediment to access is highly detrimental to them.
- It is unreasonable to force a new clearway upon a number of households for a service that runs only 17 times a day and is so little used that the night service is subsidised.
- The value of the homes will be reduced, and they will be harder to sell. This has been confirmed in writing by two estate agents in the area.
- Noise and vibration caused by the bus stopping, waiting and setting off again will have a negative impact on the quality of life for the residents.

Bus Stop Ref: SG0635 (3 objections)

Comments

- I cannot recollect any disabled person using the stop.
- The shelter is very randomly used by bus passengers but mainly used by people eating and drinking to take cover from the weather.
- The installation of the 'Bus Stop' clearway will not be an improvement as no vehicles park up over the area, thus journey times will not be affected.
- The proposed works are a waste of money and thus should be used elsewhere.

6. CONCLUSIONS AND RECOMMENDATIONS

- 6.1 Taking into account the comments we have received, we have been in discussion with TfGM to discuss the way forwards in delivering and completing the construction of the bus stop upgrades in order to spend the allotted funds.
- 6.2 It was decided to split the work into three separate packages these being as follows with the locations shown on **Drawing No 0290-LOCATION PLAN-01**

Package 1

- This package relates to the upgrading of the 9 No bus stops on Bramhall Lane South, which are within the conservation area. We are proposing that these stops are upgraded using contrasting materials (Neutral colours of silver and dark charcoal and use of Marshalls conservation kerbs and flags) with minimised highway markings (omitting the 'Bus Stop' clearway cage marking and lettering which are painted on the carriageway in yellow).

Package 2

- This package relates to the upgrading of 11 No Bus Stops, these being on Dairyground Road (6), Fir Road (2), Seal Road (2) and Ack Lane East (1). We are proposing that these stops are upgraded using the materials shown in the standard detail and introducing timed 'Clearways' (cage markings and lettering

on the carriageway in yellow and supported by a sign) to reflect the bus operating times.

Package 3

- This package relates to the upgrading of 9 No Bus Stops except 1 (Bus Stop Ref No SG0634 which is proposed to be relocated outside of property No 69 Ack Lane West), these being on Ack Lane West and Ack Lane East. Taking into account that the majority of the comments related to the residents saying they did not want the 'Bus Stop' clearway road markings installed because they stated that there were no road parking issues because the majority of the properties had off road parking facilities for a number of vehicles.
- Due to the concerns raised regarding the bright yellow road markings and raised platforms materials 'not appealing aesthetically'. And Ack Lane West is a pleasant quiet area where residents have a great amount of time and effort, plus expense. We are proposing to upgrade these stops and constructing the raised platforms by using bitumen materials, to blend in with the materials in the area, and omitting the 'Bus Stop' clearway cage markings and lettering on the carriageway in yellow. However, if in the future concerns are raised about parking around the area of any bus stop, and the bus drivers are unable to fully dock against the kerb to allow passengers to board and alight correctly, Stockport MBC will look at installing the 'Bus Stop' clearways and thus will have to find funds to do so, and thus a report will be submitted to inform Members.
- The reasons for the relocation of Bus Stop Ref SG0634 to outside of property No 69 Ack Lane West is due to the existing stop being sited adjacent a right hand turning lane for Yew Tree Park Road, and at the start of a left hand bend. The site assessment was undertaken by representatives of TfGM, Stockport MBC and GM Police and the revised stop location was deemed safe. However, due to the number of objections to the new position and a petition consisting of 38 residents. The upgrading of this stop at this location has been put on hold until further investigations have been carried out. A separate report will be submitted to inform Members of the findings.

6.3 The Members of the Area Committee are asked to comment on this report and recommend that the Cabinet Member (Economy & Regeneration) approves the upgrading of the bus stops, as recommended.

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Craig Peet on telephone number Tel: 0161 474 4813 or alternatively email craig.peet@stockport.gov.uk