

Agenda Item No: 7
Report To: JOINT TRANSPORTATION BOARD



Date: Tuesday 20th September 2011

Report Title: Resolution of Objections to Proposed Bus Stops in Singleton and Proposed Procedure for Dealing with Future Objections Received at Informal Consultation

Report Author: Ray Wilkinson, Engineering Services Manager on behalf of Cllr Mick Burgess, JTB Chair

Summary: An informal local consultation was held on the siting of 3 bus stops (with bus boarders and clearways) in Kirk View, Imperial Way and Singleton Hill in order to serve the planned extension of the 'A' Line bus service into Kirk View and Imperial Way. A total of 6 objections, 2 objections to each of the proposed bus stops, were received during the consultation process.

Due to the informal nature of the consultation and the need to avoid delay to the introduction of the bus service, approval was sought and received from the Board for a Panel representing the JTB to decide upon the objections received and report back to the next Board meeting.

This report therefore details the outcome of the Panel meeting and also recommends that the Board formally agree the formulation of a Panel to decide on all objections received during future small scale informal consultations as formal policy.

Affected Wards: Great Chart with Singleton North

Recommendations: **The Board is asked to:-**

- 1. Approve a Panel consisting of the Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair to decide on all future objections received during small scale informal consultations relating to transportation matters**
- 2. Endorse the outcome of the Panel's meeting on the proposed bus stops in Singleton**
- 3. Recommend to Planning Services adoption of a procedure to include details of proposed bus**

services in all new development plans

Financial Implications: None

Contacts: Ray Wilkinson, Engineering Services Manager

Report Title: Resolution of Objections to Proposed Bus Stops in Singleton and Proposed Procedure for Dealing with Future Objections Received at Informal Consultation

Purpose of the Report

1. This report lays out the details of the planned introduction of 3 bus stops to serve an extension of the 'A' Line bus service into Kirk View and Imperial Way along with the objections received to the recent consultation (Appendix A) and the subsequent decision of the JTB Panel at their meeting of Friday 22nd July 2011.
2. In addition the Board is asked to consider the proposed introduction of a procedure by which all future objections to small scale informal consultations be decided upon by the JTB Panel (made up of the Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair) and the results reported to the next meeting of the Board.

Issue to be Decided

3. It is proposed that the Board delegate the authority to decide upon objections received to all future small scale informal consultations to a Panel consisting of the Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair in order to avoid unnecessary delays in the implementation of such schemes.
4. Currently, with the exception of disabled persons' parking bay (DPPB) applications, there is no formal procedure for the resolution of objections received during informal consultation. As you will be aware, at the meeting of 14th September 2010, the Board took the decision to delegate the authority to decide upon DPPB applications contested at informal consultation stage to a Panel made up of the JTB Chair, Vice Chair and Portfolio Holder for Environment. It is therefore proposed that a similar arrangement be agreed for all other small scale informal consultations. This would have the dual advantages of both avoiding delays (resulting from the need to await the next JTB meeting) in the resolution of objections and avoiding unnecessarily taking up the time of the Board.

Results of the Panel Meeting on Proposed Bus Stops in Singleton Hill, Kirk View & Imperial Way

5. The Panel was provided with a report from Officers (Appendix A) detailing the proposals and objections received. A site meeting was

also convened at 5:30pm on Friday 22nd July in order to view the issues raised during consultation first hand before deciding in each case on whether to uphold the objections and identify an alternative bus stop site to be consulted upon or to set aside the objections and take forward implementation of the bus stop at the proposed site.

Singleton Hill

6. Officers explained that 2 objections had been received to the re-introduction of this bus stop. Both objections related to concerns over issues, primarily in relation to noise disturbance, experienced when the stop was previously in use. The current proposals however differ from the previous use of the site when the buses used the stop as a layover point. Under the current proposals the bus will only stop on those occasions when there are passengers waiting and only for the length of time required for them to board. As such the impact on the surrounding residences will be minimal.
7. The Panel discussed this issue concluding that given the short duration of waiting required by the bus, the proposed location did not pose a significant nuisance to the surrounding properties. Consideration was also given to the relative position of the proposed stop in relation to the roundabout and the bus stop on the eastern side of Singleton Hill.
8. The Panel concluded that the presently proposed location was the most suitable available and therefore took the decision to set aside the objections and approve the implementation of the bus stop as proposed.

Kirk View

9. Officers introduced the site by explaining that 2 objections had been received from residents. One of these objections however was to the introduction of a bus service to the estate rather than the specific location of the proposed bus stop. The second objection, which made reference to concerns over the impact on parking and safety was then read out to Members.
10. The Panel examined the current parking situation and available off-street facilities as well as considering the road layout with reference to the movement of large vehicles. In conclusion the Panel felt that the impact on existing parking practices would be minimal and that the introduction of the bus stop was not liable to increase the risk to other road users. As a result the Panel decided to set aside the objection received and approve the implementation of the bus stop in line with the proposals.

Imperial Way

11. Officers introduced this site by explaining that 2 objections had been received at this location. The first objection was from the residents of one of the properties which would be fronted by the proposed clearway. Their concerns related both to the loss of parking immediately outside their home and also the ability of the bus to negotiate the route (both in relation to the on-street parking and conflict with other large vehicles such as the refuse collection vehicle). The objection also included the suggestion that the bus stop be moved further south so the bus stop clearway fronted the green. The second objection related to concerns that the bus stop would have a negative impact on current parking practices adjacent to the nearby green and would be a danger to children playing nearby. The objector went on to suggest that should the bus stop be installed, parking would need to be prohibited adjacent to the green and the road widened.
12. The Panel considered the objections raised and the potential alternative locations available. Officers explained that although the area adjacent to the green on which vehicles currently parked was not designated as a parking area (it was designed as a shared space and bollards placed intermittently to deter parking), the matter had been discussed with Kent Highway Services. It was the view of KHS that to prohibit parking in this location would in fact reduce highway safety by displacing the vehicles onto the carriageway.
13. It was the conclusion of the Panel that although the site did possess some drawbacks it was the most suitable location available and the introduction of the bus stop did not represent a safety hazard. The Panel requested however that the ability of the refuse collection vehicle to negotiate the estate be monitored upon the introduction of the bus route extension and that if any issues emerged the refuse collection schedule be examined with a view to adjusting collection times to minimise any problems. The Panel therefore took the decision to set aside the objections and approve implementation of the bus stop as proposed.

Conclusion

14. Although it is recognised that the introduction of the bus stops may represent an inconvenience to some residents, it is the view of the Panel that the proposed locations are the most suitable available, offering the least impact on residents while meeting with highway safety requirements.
15. The comments received from residents during the course of the consultation however do seem to suggest that the volume of objections may be in part because many residents were unaware that a bus service was envisioned as part of the original development proposals. This issue could easily be avoided in future by ensuring that during the

planning process any proposed bus routes are indicated on all new development plans.

16. Furthermore it is recommended that in order to avoid both delay to the resolution of future minor informal consultations and taking up the time of the Board with minor matters that the Board formally authorise the formulation of a Panel consisting The Chair, Vice Chair, Portfolio Holder for Environment and Transport Forum Chair to decide all future objections received to such consultations and report back to Members via the Information Digest.

Portfolio Holder's Views

17. I welcome this report which sets out the method whereby decisions can be taken on small scale, informal consultations regarding transport matters where there have been objections. In the case of the new service at Singleton the main reason why there were a number of objections is largely due to the delay in introducing the service, which was always part of the planning consent. Hence, residents had become used to living without a bus service. I am sure that after a few weeks the service will be much valued and even now it is regularly in use.
18. However, I suggest that in addition to the Chair, Vice-Chair of the JTB, the Portfolio Holder for the Environment and the Chair of the Transport Forum, the Ward Member and the Chair of the relevant Parish Council are also included in the Panel meetings in order that their views can be fully appreciated.
19. With this addition to the report I recommend it to the Board.

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Report To: JOINT TRANSPORTATION PANEL

Date: Friday 22nd July 2011

Report Title: Consultation on the Introduction of 3 Bus Stops Intended to Serve the Planned 'A' Line Bus Service Extension Into Singleton Hill Areas 10 & 11

Report Author: Ray Wilkinson, Engineering Services Manager

Summary: An informal local consultation was held on the siting of 3 bus stops (with bus boarders and clearways) in Kirk View, Imperial Way and Singleton Hill in order to serve the planned extension of the 'A' Line bus service into Singleton Hill Areas 10 & 11 (the estate). A total of 6 objections, 2 objections to each of the proposed bus stops, were received during the consultation process. The Panel is therefore asked to consider the objections received and make decision on behalf of the Board on whether to uphold them or set them aside.

Key Decision: NO

Affected Wards: Great Chart with Singleton North

Recommendations: **That the Panel set aside the objections received and approve the introduction of the bus stops with bus boarders and bus stop clearways as proposed.**

Financial Implications: To be funded by Kent Highway Services

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Report Title: Consultation on the Introduction of 3 Bus Stops Intended to Serve the Planned 'A' Line Bus Service Extension Into Singleton Hill Areas 10 & 11

Purpose of the Report

1. This report lays out the objections received during the recent informal local consultation on the siting of 3 bus stops (with bus boarders and clearways) in Kirk View, Imperial Way and Singleton Hill which will serve the planned extension of the 'A' Line bus service into the estate. The Panel is therefore asked to consider the objections received and make decision on behalf of the Board on whether to uphold them or set them aside.

Issue to be Decided

2. Whether to uphold or set aside the objections received during the consultation period. If any of the objections are to be upheld, the bus stop concerned will have to be relocated to an alternative position and a new consultation held on the revised proposals.

Background

3. A bus service has been integral to the design of the development from its conception and is detailed in the original master plan submitted during the planning permission process.
4. Unfortunately as a combined result of delays in the adoption of the estates roads and the developer's insistence that a bus service only be provided on the estate prior to adoption if the bus operator sign an indemnity against damage to infrastructure (which the operator was not prepared to do), the introduction of the bus service has been considerably delayed. It is now 8 years since first occupation of the development and following adoption of the roads on 22nd May 2011 the bus operator is keen to commence the planned route extension as soon as possible. The operator has therefore suggested a commencement date of 31st July 2011 in order to tie in with a number of other network changes taking place.

Proposal

5. In order to comply with DDA requirements, all new bus stops must be introduced with both a bus boarder (section of raised kerb) and bus stop clearway (road marking indicating a no stopping or waiting restriction). These requirements are intended, along with the introduction of low floor buses, to improve access for those with mobility impairment when boarding or alighting the bus. The bus boarder reduces the level difference between the kerb and bus floor

while the bus stop clearway ensures that the bus is able to easily access the stop and fully align with the bus boarder.

6. There is no statutory requirement to consult on either the introduction of bus stops or bus stop clearways (bus stop clearways do not require a traffic regulation order to enable the civil enforcement authority to enforce against contravention and therefore are not subject to the statutory process required for traffic regulation orders). The Department of Transport does however recommend in their Circular 02/2003 that consultation with those households immediately affected be carried out in respect of the introduction of bus stop clearways.
7. The proposals consist of 2 bus stops within the estate (on Kirk View and Imperial Way) and 1 just outside the estate (on Singleton Hill). The route will form an anti-clockwise loop through the estate beginning and ending with Singleton Hill roundabout and travelling along the length of Kirk View and Imperial Way. The proposed bus stop locations are intended to maximise accessibility by providing a bus stop within a 200 metre walking distance of all properties on the estate. In addition the locations have been chosen with a view to minimising the impact on surrounding residential properties by fronting open areas or flank walls where possible.
8. The proposed site for the bus stop outside the estate on Singleton Hill corresponds with the location of a previously existing bus stop and therefore takes advantage of the pre-existing raised bus boarder. This bus stop when previously operational was used as a lay-over stop by buses and was subsequently removed following a complaint from a resident relating to the stops lay-over status and the early morning disturbance caused. Under the new proposals the buses will not lay-over at this stop and will stop (briefly) only on those occasions when there is a passenger waiting to board.

The Consultation

9. The introduction of bus stops and bus stop clearways do not necessitate a traffic regulation order and are therefore not subject to the statutory consultation process. However the Department of Transport recommend consulting those directly affected on the introduction of bus stop clearways.
10. On the 2nd June 2011 a letter and plan were therefore sent to all properties in the vicinity of the proposed bus stop locations explaining the proposals. Recipients were given 21 days in which to register an objection to the proposals.

Analysis of Objections

11. A total of 6 objections were received to the consultation, 2 to each of the 3 proposed bus stop locations. Appendix 1 contains a spreadsheet of all objections received along with Officer's comments on the points raised.

12. In respect of the proposed bus stops at Kirk View and Imperial Way, the majority of comments made in the objections relate to the level of on-street parking taking place on the estate and the effect that the introduction of a bus service and bus stop clearways will have on parking, traffic flow and related safety issues. The objections received to the proposed bus stop on Singleton Hill however primarily concerned the potential disturbance to neighbouring households caused by the bus stopping.

Kirk View

13. Of the 2 objections received to the proposed bus stop in Kirk View, one (see Appendix 1 entry 1) related to the introduction of the bus service as a whole rather than the bus stop itself. On being informed that the bus service was part of the integral design of the development and was included in the original master plan, the objector stated verbally that he wished to research the issue further before placing a formal objection. He was also informed that he would need to do so in writing by 24th June 2011. To date however no further correspondence has been received. This objection has therefore been discounted.
14. The second objection (Appendix 1 entry 2) received in relation to Kirk View is concerned with the current level of parking congestion and states that the introduction of the bus stop clearway will exacerbate this problem resulting in a safety issue.
15. The proposed bus stop clearway location was selected with a view to minimising the impact on surrounding properties. As such the clearway fronts an area of green space along its full length and much of the area opposite similarly consists of green space. Only a single property has its frontage immediately opposite the bus stop clearway. This property is located opposite the approach end of the bus stop clearway and the bus will therefore not stop in this section of the clearway. Furthermore this end of the clearway is immediately adjacent to the inside of a bend so is unsuitable for parking.
16. The proposed bus stop clearway will provide partial protection to the bend and (excepting when the bus is stopped) will also act as a passing place for vehicles and improve sight lines for pedestrians crossing the road should parking congestion be an issue. However the carriageway is relatively narrow and as such vehicles should not park on both sides – assuming this rule of the Highway Code is observed the bus stop clearway will not displace any vehicles (which presumably would choose the northern side of the carriageway for parking, closest to residents' homes).
17. Another point to bear in mind is that all properties on the estate possess off-street parking either in the form of garages or parking courts. Many of these facilities however appear little used, presumably because it is simply more convenient to park on-street directly outside the motorist's home.

Imperial Way

18. As with the second of the Kirk View objections, both these objections relate primarily to concerns over the impact on parking and the safety implications of running a bus service through the estate.
19. This location, unlike Kirk View, does not front a green area but is instead located along the flank wall of a property with the approach end extending across the frontages of 2 properties. Unfortunately due to the layout of the estate there are few locations where the full length of a bus stop clearway can be accommodated without fronting a number of properties.
20. The location was chosen not only with reference to minimising the impact on surrounding housing but also the spacing in reference to other bus stops and pedestrian access. Unfortunately the footway opposite the adjacent green area connecting the two estate 'loops', which at the time of siting the bus stop was believed to be awaiting completion as an all weather segregated pedestrian route, has been left as an unmade footway.
21. Although there is a green area located immediately to the south of the proposed bus stop, the shared space fronting the green is habitually used for parking. This area was not designed for parking (as mentioned previously all properties have off-street parking facilities) and following first occupation when parking emerged as an issue in this location (and elsewhere throughout the development) KHS introduced bollards to discourage such parking. Such measures have not proved successful however and residents currently regularly park on the shared space between bollards, leaving the allocated off-street parking facilities (which are slightly less conveniently located) underused.
22. This matter has been discussed with KHS and it is their view that any further attempts to discourage parking in location will simply result in displacing the vehicles onto the carriageway which would be less suitable than their current location. For this reason the decision was taken to avoid locating the bus stop fronting the shared space. A further consideration in the matter is also the additional costs involved – the shared space does not possess a kerb so the introduction of a bus stop (specifically the bus boarder) would require additional civil works.
23. In respect of the safety issues raised, there would appear to be little basis to these concerns. Imperial Way is part of the spinal route through the estate and as such experiences significant traffic flow including larger vehicles such as delivery trucks and the refuse freighter. The introduction of the bus service would have the benefit of raising the priority of the road in terms of both winter maintenance (gritting during icy conditions) and maintaining the free flow of traffic (the police will move parked vehicles should the bus become obstructed). As such all motorists using the road would benefit and safety would be improved. In addition to this it should be borne in mind that not only must all bus drivers hold a PSV license but the bus itself

provides a higher driving position, cameras to the front and rear and is more conspicuous to other motorists all of which combine to minimise the risk of collision with other vehicles or pedestrians making them no less safe than private cars.

Singleton Hill

24. Both objections received in respect to the proposed Singleton Hill bus stop relate primarily to the impact on the neighbouring properties, although one does also mention concerns over the proximity of the stop to the Singleton Hill roundabout.
25. Both objections refer to disturbance experienced when the location was previously used as a bus stop. At this time the stop was utilised as a layover point and the buses therefore stopped more regularly (i.e. not only when there was a passenger waiting to board) and for a considerably longer period. Such layovers are not part of the current proposals and therefore any impact on the surrounding properties is anticipated to be minimal.
26. In respect of the proximity of the proposed bus stop to the Singleton Hill roundabout, the location has obviously been assessed in respect of safety by officers and approved.

Conclusion

27. The introduction of a bus service into the estate is an integral part of the development's original approved design. In addition the extension of the 'A' Line bus service into the estate was part of the justification behind KCC's capital investment (c. £1 million) in new buses under the QBP Kickstart Agreement. As such, the issue for consideration at this time is simply the location of the bus stops within the estate.
28. It is the view of both Officers and the Quality Bus Partnership that the proposed bus stop locations represent the most suitable sites in respect of both accessibility and minimising impact on neighbouring properties.

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Table of Objections Received during Consultation on Introduction of 2 New Bus Stops & Re-Introduction of 1 Previously Existing Bus Stop to Serve Extension of the E Line Bus Service to into Singleton Hill Areas 10 & 11

	Bus Stop	Objection	Officer's Response
1	Kirk View	<p>Catching up on my post this weekend I was alarmed to see the proposal for extending the A-line bus service around Kirk View and Imperial Way.</p> <p>It seems to me that the location of the bus-stops (the subject of the letter) is something of a technicality compared to the considerable impact of having buses touring our residential estate several times per hour!</p> <p>Would you please advise whether I missed out on a separate, prior consultation on the extension of the service in this way, and to whom I should direct objections to the scheme?</p>	<p>The introduction of a bus service (and bus stops) to the estate was an intrinsic part of design of the development and is shown on the development's master plan.</p> <p>It was envisioned from first formulation of the estate design that it would be served by a bus service. Additionally the introduction of this service was part of the justification for KCC's capital investment in 8 new buses under the QBP Kickstart Agreement.</p>
2	Kirk View	<p>I am writing to make an objection to the proposed location of the new bus stop for route A, bus service/Singleton arm.</p> <p>The chosen location is already a busy road with limited parking spaces for the residents, quite unsafe when big vehicles are trying to turn, and a new bus stop will only add to the limited space problem. The residential area is full of young children playing and hiding about around the pond. The daily school run will become even more complicated.</p> <p>Please take into account the view of the residents before committing on a change that will clearly impact on everyone's day life.</p>	<p>The proposed location has few properties in the immediate vicinity due to the location of a pond and green area on the southern side and a similarly grassed area on the northern side. At the time of surveying (early evening) there was very little parking present on this stretch of road.</p> <p>The presence of the bus stop clearway will in fact help regulate parking by effectively restricting it to the northern side of the carriageway along the section concerned and thereby improving access for large vehicles.</p>

3	Imperial Way	<p>We wish to object for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed clearway applicable 24hrs a day 7 days a week will prevent us from parking safely outside of our property. With two children under 3 parking within easy access of the house is a necessity. As you are aware the Singleton Hill development was designed to limit parking opportunities (we for example have no off road parking) and at present parking occurs on the road on both sides. Limiting available space will further compress the cars already parked into a smaller space thus making the situation more dangerous than it already is. 2. The current imperial way / kirk view loop is crowded with cars. large vehicles already have problems navigating the crowded road (lorries, vans) and a bus (even a small mini bus type) will have significant problems journeying the loop, placing pedestrians and children in danger. 3. on rubbish collection days the road is impassible during collection times. at present this is fine as cars leaving the estate simply travel in the other direction. with bus routes the estate would easily become dangerous, especially at school run time. 4. The current bus stops are already conveniently located (within 5 minutes walk of all areas of the new development on good pavements) so there does not appear to be a need for the new multiple bus stops. <p>A solution to this problem if a bus stop is necessary is to move the stop and the clearway further along towards the green, beyond the corner of Garton way and imperial way (not on your plan). The clearway would then extend only along the green (where no cars park). An alternative is to shorten the clearway to allow parking access to the three properties on the map.</p>	<ol style="list-style-type: none"> 1. <ul style="list-style-type: none"> - The 24/7 stopping and waiting restriction proposed in the bus stop clearway is in line with Kent Highway Services' county wide policy. The decision was taken by KHS to provide all bus stop clearways in the county with 24/7 restrictions in order to avoid confusion and issues such as motorists parking in the bus stop clearways overnight and then failing to move their vehicles before the recommencement of the restriction the following morning. - The objector did not give their address, however the properties in the vicinity of the proposed bus stop are served by a combination of private garages and driveways and shared parking areas. - It should also be borne in mind that there is no innate right to park on the highway, the main function of which is to maintain the free flow of traffic. Technically any parking on the highway is an obstruction, however in recognition of the value of on-street parking it is tolerated in those locations where it does not cause a danger or significant obstruction. 2. <ul style="list-style-type: none"> - If the bus becomes obstructed by parked vehicles the police can be asked to assist with moving the offending vehicles. This will obviously have a net benefit to all road users. - The introduction of a bus service offers an alternative to private vehicle use and in the long term may help reduce the total number of vehicles on the estate by helping reduce residents' reliance on cars. The introduction of bus services into other comparable new developments has seen a rapid take up of services and a similar rapid substantial decline in vehicle movements resulting in easing of both parking and traffic congestion. 3. <ul style="list-style-type: none"> - The refuse collection (begun at 7:10am) does currently experience difficulties in negotiating the estate as a result of parking congestion. However on the introduction of the bus service this will be monitored to ensure that there is not bus / dust cart conflict and if necessary potential alterations to the refuse collection schedule will be investigated. In terms of general traffic flow the introduction of the proposed bus stop clearway should help improve traffic flow by
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			<p>prohibiting parking along one side of the carriageway and thereby effectively creating a passing place.</p> <p>4. - The location of the existing bus stops to the south-east of the estate do not meet with current guidance on accessibility. The current guidance on the provision of suburban bus services recommends that all homes be within 400 metres (walking distance) of the nearest bus stop, with a 200 metre radius being the ideal. There is a strong link between distance to the nearest bus stop and bus patronage. Research indicates that bus usage declines sharply after 250 metres (200 metres for disabled users). The gradient of the route must also be taken into account when calculating the optimum spacing for bus stops. Guidance suggests that for every 1 metre rise or fall in elevation the total walking distance should be reduced by 10 metres.</p> <p><i>It is assumed that the suggested alternative location refers to a position fronting the green located between 56-60 (evens) Imperial Way and the junction with Garton Way.</i> Were the bus stop and clearway to be relocated to the area fronting the green it would require significant funding to carry out the civil works necessary to make the bus stop accessible (there is currently no kerb in this location and a raised hard standing and bus boarder would be required). In addition cars currently park along this section of footway, while this area was not initially intended for parking its loss would result in more parking on the carriageway increasing parking pressure and its associated issues. KHS have therefore indicated that they do not intend to implement any measures to discourage this parking.</p> <p>The dimensions of the proposed bus stop clearway have been drawn up in line with Government guidance and cannot therefore simply be shortened. The clearway is intended to provide not only enough space for the bus to wait but also to enable it to pull in flush with the bus boarder to facilitate those with limited mobility / push chairs etc to board and alight.</p>
4	Imperial Way	Further to our telephone conversation this is to confirm my objection to the proposed bustop on imperial way. I have noted the plan and it is	The public car parking area referred to would appear to be a footway with widely spaced bollards. Bollards have been located across the

		<p>misleading to say the least.</p> <p>Although you are clearly aware that the position is feets from the public car parking area, where there is at least 15 cars parked between bollards, just infront of the green area the children's playground. This is not marked on the plan. In addition to this, cars are parked to the opposite of the road. Drivers are always negotiating maneuvering because the space is so congested. I cannot understand the rational behind wanting to place further congestion and danger so near to a childrens playground. If the council had intended to place a bustop, they should not have placed so many parking spaces on the road. This is a clear disregard for the health an safety of pedestrian, children, and other drivers, who are already, strugglin to park and remove cars from the parking bay, because the road bends, you cannot always see clearly see oncoming traffic, and it is extremely dangerous. I would like to invite you to com park in one of the bays, morning, or evening, try to back out onto the road and turn right or left, see for yourself how tight and dangerous it already is. If you intend to put a bus stop you need to widen the road and remove the parking bays.</p>	<p>estate in an attempt to discourage parking however it was noted that there does appear to be habitual parking taking place in this location and in subsequent discussion with KHS they have stated that although parking was not intended for this location any move to prevent this parking taking place would be liable to displace the vehicles onto the carriageway where they would pose more of a safety issue.</p> <p>It should be noted that all properties have off-street parking provision (this consists of a mix of garages and parking courts). However these facilities appear to be underused with residents preferring to park on-street.</p> <p>It is unclear to what the comment regarding a 'children's playground' refers to. There is no play area within the vicinity of this location.</p> <p>The suggestion that the movement of buses through Imperial Way is likely to cause a safety issue is unfounded. Imperial Way forms part of the spinal road serving the estate and is therefore subject to significant traffic flows. The introduction of a bus service will increase the road's priority level both in terms of winter maintenance (gritting in icy conditions) and maintaining traffic flows (the police will move any parked vehicles obstructing the bus). Furthermore the various safety features of the buses themselves and the advanced driving qualifications required of the drivers ensure that buses pose no greater safety risk than a private car.</p>
5	Singleton Hill	<p>Thank you for your letter of 2nd June 2011 regarding the reinstatement of a bus stop on Singleton Hill.</p> <p>I wasn't aware that the 'A Line' was to be extended, however I do welcome improvements to the Public Transport system.</p> <p>However, I am concerned over the proposal to reinstate this bus stop as when the bus stopped at this location, as my ground level bedroom is very close by. Previously, I was woken by the first bus in the morning and also kept awake by the last bus at night as the arrive and idle, therefore was pleased when the bus stop was withdrawn and I could have a good night sleep.</p>	<p>The bus stop will not be used as a layover and the period for which the bus stops will therefore be minimal. Additionally the bus will only stop on those occasions when there are passengers wishing to board / alight.</p> <p>The proposed location was chosen not only because the majority of the necessary infrastructure is already in place (i.e. the bus boarder and hard standing) and therefore offers a considerable saving compared to other sites, but also because it is at the confluence of footway links extending into the residential estates on both sides of Singleton Hill.</p>

		<p>It worries me immensely that I will have the same problems again with the reinstatement of this bus stop. I therefore wonder if the location of the bus stop could be located slightly further down the hill where the noise would hopefully be shielded by the trees?</p>	
6	Singleton Hill	<p>With regards to the reinstating of the bus stop outside 8 Singleton Hill, the bus stop was never a problem to us but there were several complaints about how close it was to the roundabout when it was just sitting there. I do have some concerns about how much litter was left about last time and the bus just sitting there in between stops i do understand that there is a need for extra bus stops but surely two on one hill is enough. I have also noticed that this route uses double Decker buses and as i do have a small child i worry that buses sitting outside from 5.30 in the morning till 10.30 at night is not going to be good so i do hope that you will take all this in to consideration.</p>	<p>In respect of the accumulation of litter, we are unaware of this having been raised as an issue in the past and it is not anticipated that the reinstatement of the stop will create an issue. Not only will the stop not be used as a layover but the service has a 10 minute headway so the likelihood of litter accumulation is minimal (although this is generally not a problem associated with suburban bus stops in any case). The location is litter picked on a fortnightly basis.</p> <p>As stated in the consultation letter the buses will not layover at this stop and will only pull into the bus stop on those occasions when there are passengers waiting to board or alight therefore any noise disturbance associated with the bus stop will be minimal.</p>

Environmental Services

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«County»
«Postcode»

Date: Thursday 2nd June 2011

Dear Sir / Madam

Re: Consultation on the Introduction of a Bus Stop – Kirk View

As you may be aware, the Singleton arm of the 'A Line' bus service is due to be extended shortly in order to serve Kirk View and Imperial Way. The new extension will form a loop extending from the roundabout junction of Singleton Hill, Kirk View and Imperial Way.

As part of these changes it is intended to install two new bus stops and reinstate one pre-existing bus stop to serve the new bus route configuration. Ashford Borough Council is therefore conducting a consultation on behalf of the Highway Authority, Kent Highway Services, on the introduction of the bus stops to be located along this new section of bus route.

All three bus stops will be introduced with bus boarders (a section of raised kerb adjacent to the bus stop designed to minimise the step between the bus and kerb when boarding and alighting) and bus stop clearways (a 'no stopping' restriction to ensure that buses are not hampered by parked vehicles when pulling in to align with the bus boarder). These features are intended to make the bus network more accessible to those with limited mobility, parents with push chairs etc. Bus stop boarders and bus stop clearways have already been introduced at a number of existing bus stops within Ashford and the scheme will eventually be rolled out to all bus stops in line with Government legislation.

It is proposed that one of the two new bus stops will be located in Kirk View, the location of which is described below (see also enclosed plan);

"On the south-western side of the carriageway at a point 15.6 metres north-west of a point in line with and opposite the north-western building line of No. 32 Kirk View"

The bus stop clearway will sit between 5 metres south-west (in front of) and 26 metres north-east (behind) of the bus stop and will be subject to a 'no stopping' restriction applicable 24/7.




Please note that the bus stop will not be used for bus layovers – buses will stop only for passengers to embark and alight.

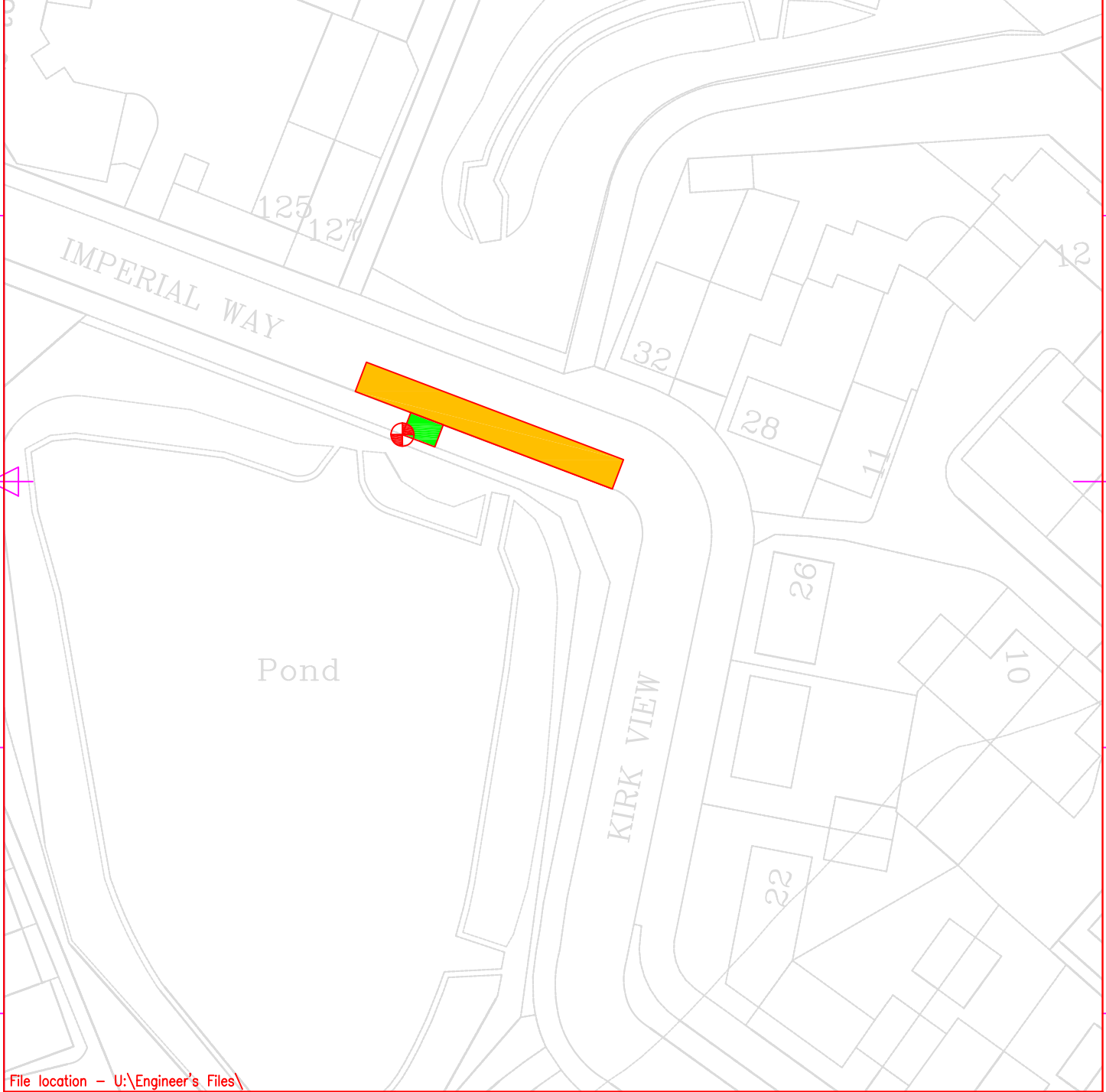
If you would like to comment on or make an objection to the above proposed location of the bus stop and bus stop clearway please send your representation in writing (either by email to consultation@ashford.gov.uk or letter to Sarah Paul, Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL) by no later than 24th June 2011.

We will endeavour to resolve any objections with you directly, however in the event that there are any objections received which cannot be resolved, these will be presented to the next meeting of the Joint Transportation Board for decision.

Yours sincerely

Sarah Paul
Technical Administrative Assistant
Engineering Services

KEY	
BUS STOP CLEARWAY	
BUS STOP POST AND FLAG	
BUS BOARDER	



File location - U:\Engineer's Files\

ASHFORD
BOROUGH COUNCIL
 ENVIRONMENTAL SERVICES
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
 tel : 01233 331111 fax : 01233 645654

PROJECT		EXTENSION OF THE SINGLETON ARM OF THE A LINE BUS ROUTE			
DRAWING TITLE		PROPOSED BUS STOP & BUS STOP CLEARWAY OPPOSITE 32 KIRK VIEW, ASHFORD			
DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	02/06/11	1/500	.	-

Environmental Services

Ask For: Sarah Paul
Email: sarah.paul@ashford.gov.uk
Direct Line: (01233) 330309
Fax No: (01233) 330639



ASHFORD
BOROUGH COUNCIL

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www.ashford.gov.uk
DX 151140 Ashford (Kent) 7

The Owner / Occupier
«No» «Street»
«Area»
«Town»
«County»
«Postcode»

Date: Thursday 2nd June 2011

Dear Sir / Madam

Re: Consultation on the Introduction of a Bus Stop – Imperial Way

As you may be aware, the Singleton arm of the 'A Line' bus service is due to be extended shortly in order to serve Kirk View and Imperial Way. The new extension will form a loop extending from the roundabout junction of Singleton Hill, Kirk View and Imperial Way.

As part of these changes it is intended to install two new bus stops and reinstate one pre-existing bus stop to serve the new bus route configuration. Ashford Borough Council is therefore conducting a consultation on behalf of the Highway Authority, Kent Highway Services, on the introduction of the bus stops to be located along this new section of bus route.

All three bus stops will be introduced with bus boarders (a section of raised kerb adjacent to the bus stop designed to minimise the step between the bus and kerb when boarding and alighting) and bus stop clearways (a 'no stopping' restriction to ensure that buses are not hampered by parked vehicles when pulling in to align with the bus boarder). These features are intended to make the bus network more accessible to those with limited mobility, parents with push chairs etc. Bus stop boarders and bus stop clearways have already been introduced at a number of existing bus stops within Ashford and the scheme will eventually be rolled out to all bus stops in line with Government legislation.

It is proposed that one of the two new bus stops will be located in Imperial Way, the location of which is described below (see also enclosed plan);

"On the south-eastern side of the carriageway at a point 4.5 metres north-east of the south-western building line of No. 62 Imperial Way"

The bus stop clearway will sit between 5 metres south-west (in front of) and 26 metres north-east (behind) of the bus stop and will be subject to a 'no stopping' restriction applicable 24/7.

Please note that the bus stop will not be used for bus layovers – buses will stop only for passengers to embark and alight.




If you would like to comment on or make an objection to the above proposed location of the bus stop and bus stop clearway please send your representation in writing (either by email to consultation@ashford.gov.uk or letter to Sarah Paul, Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL) by no later than 24th June 2011.

We will endeavour to resolve any objections with you directly, however in the event that there are any objections received which cannot be resolved, these will be presented to the next meeting of the Joint Transportation Board for decision.

Yours sincerely

Sarah Paul
Technical Administrative Assistant
Engineering Services

1 2 3 4

KEY	
BUS STOP CLEARWAY	
BUS STOP POST AND FLAG	
BUS BOARDER	

A

A

B

B

C

C

D

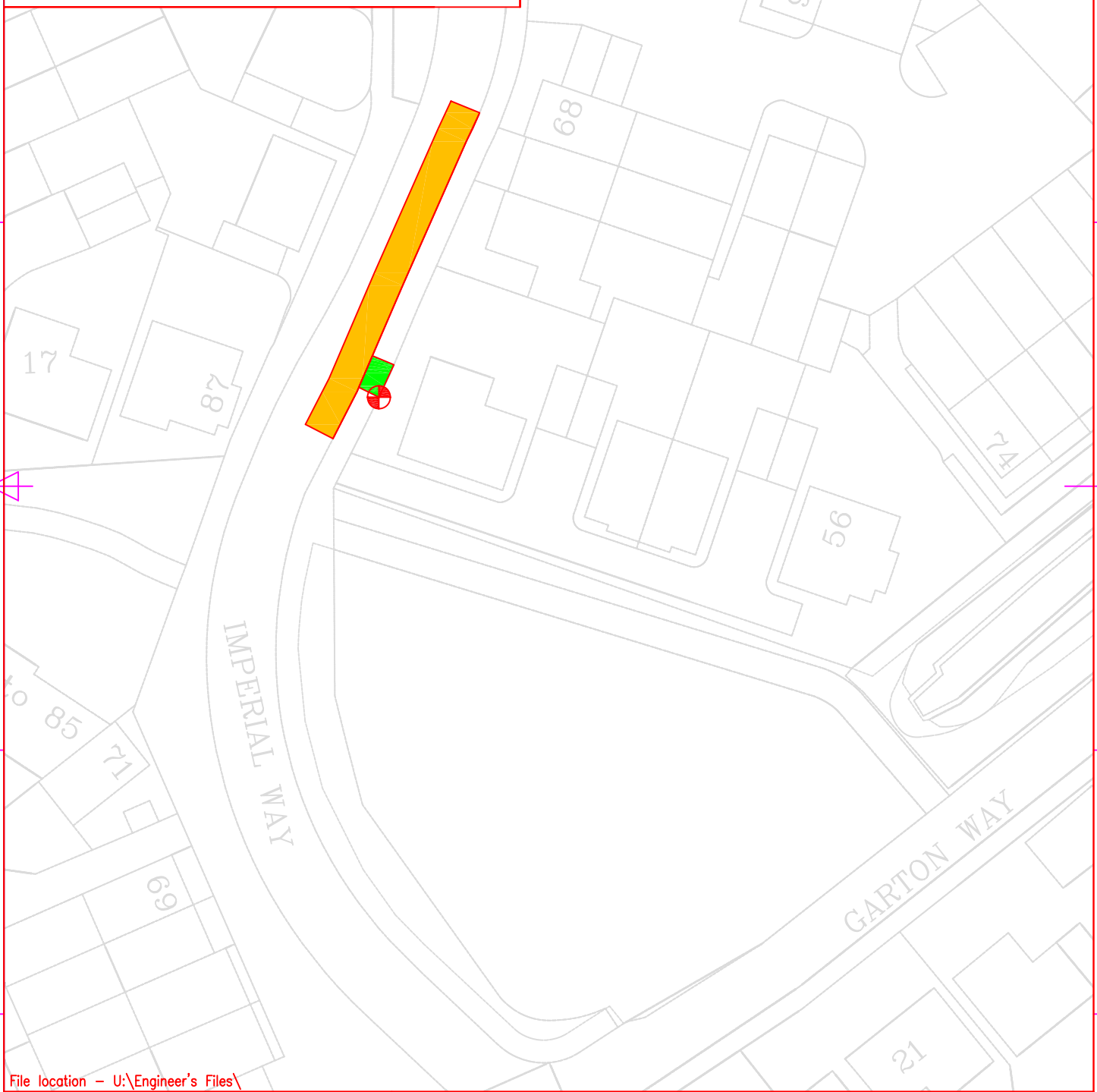
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E

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F

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File location - U:\Engineer's Files\

ASHFORD

BOROUGH COUNCIL

ENVIRONMENTAL SERVICES

Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
 tel : 01233 331111 fax : 01233 645654

PROJECT	EXTENSION OF THE SINGLETON ARM OF THE A LINE BUS ROUTE				
DRAWING TITLE	PROPOSED BUS STOP & BUS STOP CLEARWAY OUTSIDE 62 IMPERIAL WAY, ASHFORD				
DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	02/06/11	1/500	.	-

1 4

Environmental Services

Ask For: Sarah Paul
Email: sarah.paul@ashford.gov.uk
Direct Line: (01233) 330309
Fax No: (01233) 330639

The Owner / Occupier
«No» «Street»
«Area»
«Town»
«County»
«Postcode»



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DX 151140 Ashford (Kent) 7

Date: Thursday 2nd June 2011

Dear Sir / Madam

Re: Consultation on the Reinstatement of a Bus Stop – Singleton Hill

As you may be aware, the Singleton arm of the 'A Line' bus service is due to be extended shortly in order to serve Kirk View and Imperial Way. The new extension will form a loop extending from the roundabout junction of Singleton Hill, Kirk View and Imperial Way.

As part of these changes it is intended to install two new bus stops and reinstate one pre-existing bus stop to serve the new bus route configuration. Ashford Borough Council is therefore conducting a consultation on behalf of the Highway Authority, Kent Highway Services, on the introduction of the bus stops to be located along this new section of bus route.

All three bus stops will be introduced with bus boarders (a section of raised kerb adjacent to the bus stop designed to minimise the step between the bus and kerb when boarding and alighting) and bus stop clearways (a 'no stopping' restriction to ensure that buses are not hampered by parked vehicles when pulling in to align with the bus boarder). These features are intended to make the bus network more accessible to those with limited mobility, parents with push chairs etc. Bus stop boarders and bus stop clearways have already been introduced at a number of existing bus stops within Ashford and the scheme will eventually be rolled out to all bus stops in line with Government legislation.

It is proposed that the below described (see also enclosed plan) bus stop in Singleton Hill will be reinstated. This bus stop was originally removed at the request of a resident due to concerns over the bus stop being used as a layover. However with the new route configuration it is necessary that this stop be reinstated purely as a point for passengers to embark and alight (i.e. not for layovers);

"On the north-western side of the carriageway at a point in line with the south-western building line of No. 8 Singleton Hill"

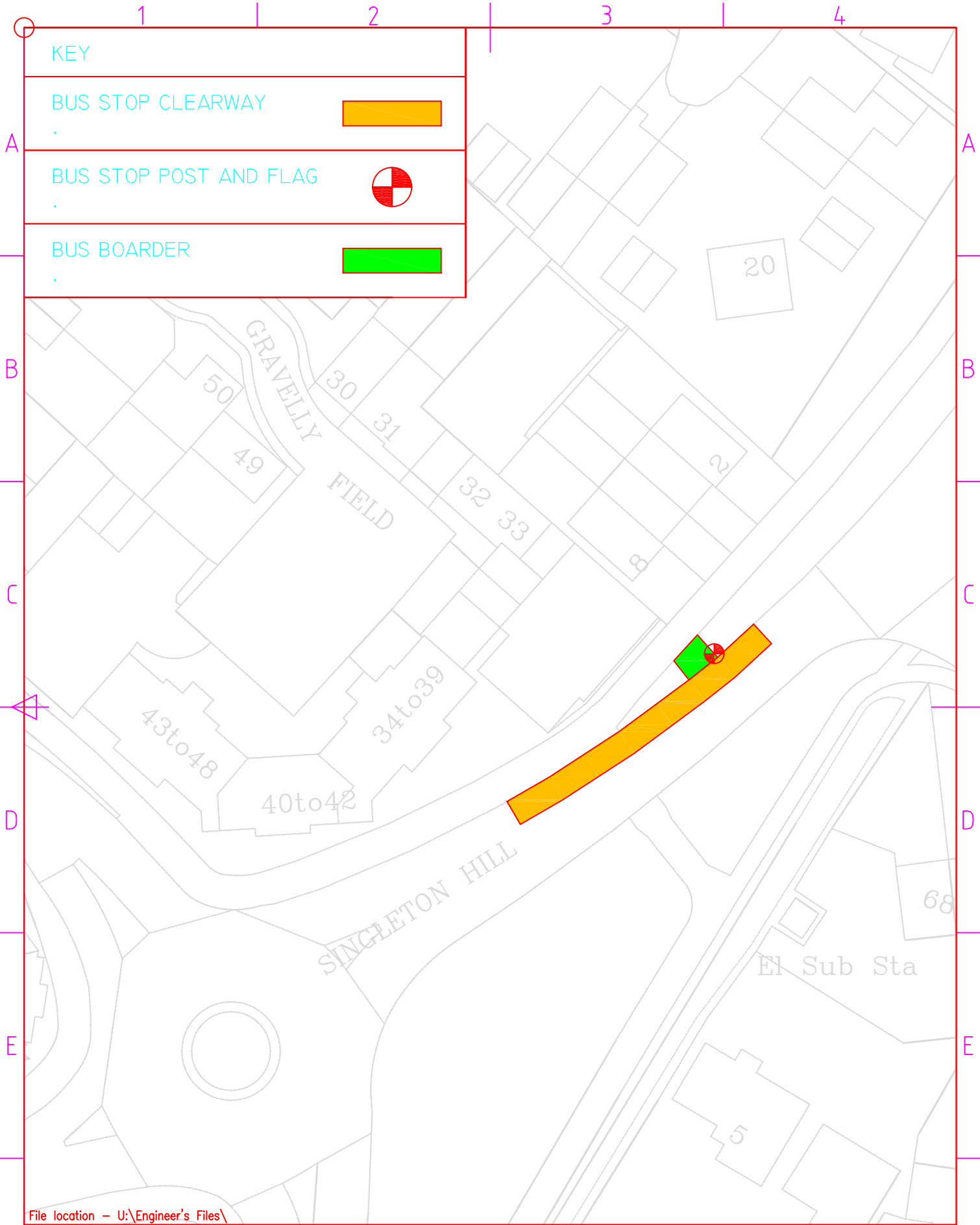
The bus stop clearway will sit between 5 metres south-west (in front of) and 26 metres north-east (behind) of the bus stop and will be subject to a 'no stopping' restriction applicable 24/7.

If you would like to comment on or make an objection to the above proposed location of the bus stop and bus stop clearway please send your representation in writing (either by email to consultation@ashford.gov.uk or letter to Sarah Paul, Engineering Services, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL) by no later than 24th June 2011.

We will endeavour to resolve any objections with you directly, however in the event that there are any objections received which cannot be resolved, these will be presented to the next meeting of the Joint Transportation Board for decision.

Yours sincerely

Sarah Paul
Technical Administrative Assistant
Engineering Services



File location - U:\Engineer's Files\

ASHFORD

BOROUGH COUNCIL

ENVIRONMENTAL SERVICES

Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
tel : 01233 331111 fax : 01233 645654

PROJECT EXTENSION OF THE SINGLETON ARM OF THE A LINE BUS ROUTE
DRAWING TITLE PROPOSED BUS STOP & BUS STOP CLEARWAY OUTSIDE 8 SINGLETON HILL, ASHFORD

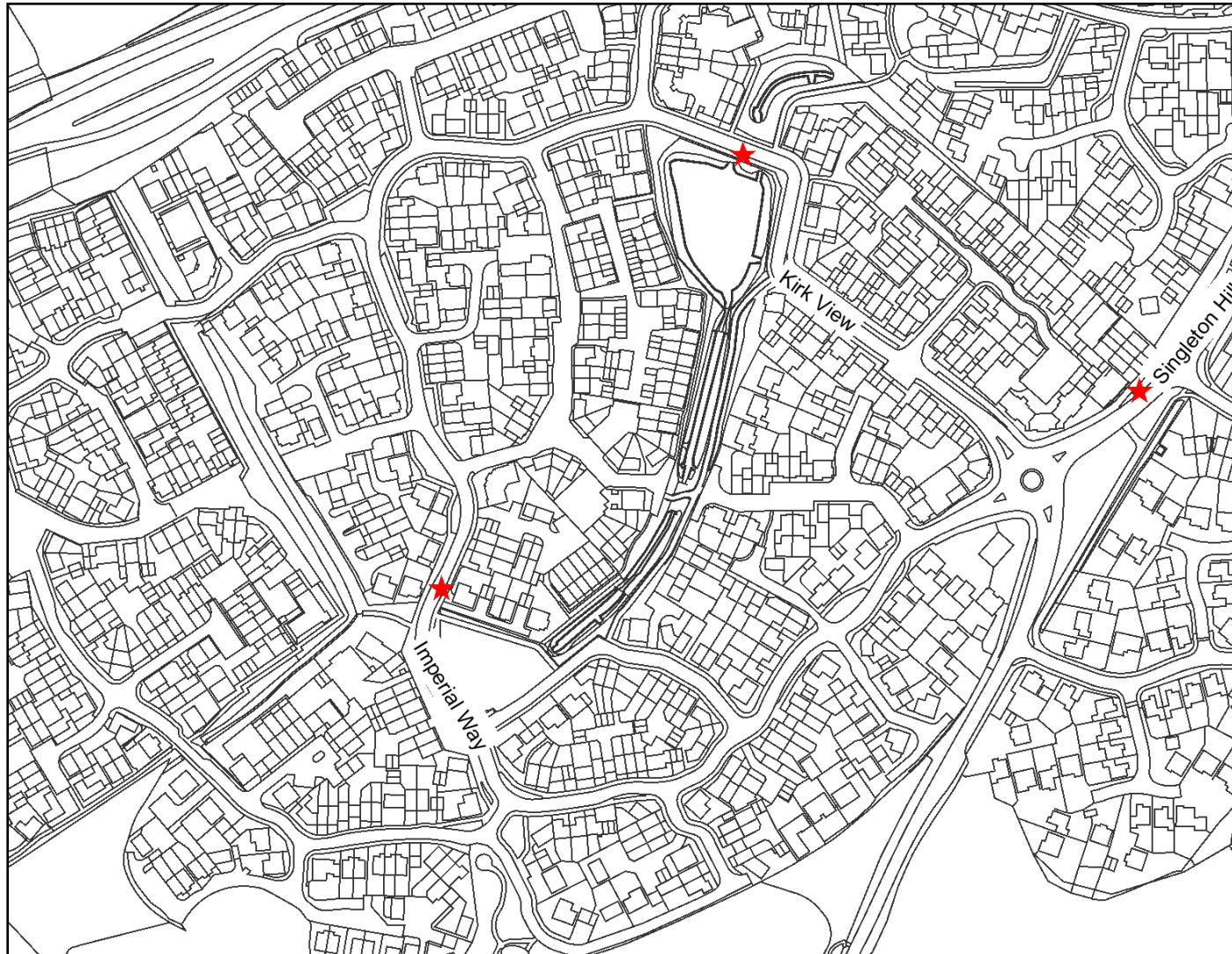
DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	02/06/11	1/500	.	-



Proposed Bus Stop Locations for 'A' Line Extension into Singleton Hill Areas 10 & 11



ASHFORD
BOROUGH COUNCIL



Legend

~ Landline

0 90 180 270 m.

Map center: 598330, 141530



Scale: 1:3,000

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