


ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

A. Report Title: PROPOSED BUS STOPS - OUTSIDE OF NOS 9,20 AND 50 LAIRD AVENUE, STIFFORD CLAYS	
B. Report Author(s): Gavin Bennett	Tel: 01375 413886 E-mail: gbennett@thurrock.gov.uk
C. Decision Maker: Andy Millard	
D. Position held: Head of Planning and Transportation	
E. Key decision: YES/<u>NO</u>	F. Delegation ref:
G. Is the decision urgent? YES/<u>NO</u>	
H. If yes, state why.	

<p>I. DECISION (strike out whichever does not apply) :</p> <p>1. I agree the recommendations in the attached report for the reasons given in the report; OR</p> <p>2. *My decision is:</p> <p>*The reason for my decision is:</p> <p>* Continue overleaf or on an additional sheet if necessary.</p> <p>Signed: </p> <p>Date: 20 May 2011</p>
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May 2011	ITEM
Report to Head of Planning and Transportation	
Proposed bus stops – Outside of nos 9, 20 and 50 Laird Avenue, Stifford Clays	
Portfolio Holder: Councillor Yash Gupta - Portfolio Holder for Environment	
Wards and communities affected: Little Thurrock Blackshots	Key Decision: Non-key
Accountable Head of Service: Andy Millard – Head of Planning and Transportation	
Accountable Director: Bill Newman – Corporate Director of Sustainable Communities	
This report is public	
Purpose of Report: To consider a proposal to install bus stop flags on lamp columns outside nos 9, 20 and 50 Laird Avenue, Stifford Clays.	

EXECUTIVE SUMMARY

To consider a proposal to install bus stop flags on lamp columns outside of nos 9, 20 and 50 Laird Avenue, Stifford Clays

1. RECOMMENDATION:

1.1 That the request for 3 new bus stop flags to be affixed to lamp columns outside no.9, no.20 and no.50 Laird Avenue, Stifford Clays is accepted.

2. INTRODUCTION AND BACKGROUND:

2.1.1 A consultation has recently been carried out among those residents fronting and surrounding no.9, no.20 and no.50 Laird Avenue, Stifford Clays. A request was originally raised by the bus operator of the no.20 route along Laird Avenue, Stifford Clays to install bus stops along this stretch of the route. This was due to the fact that Ensign Buses which operate along Laird Avenue have a significant passenger demand in the Stifford Clays area and, in particular, Laird Avenue. According to Ensign Bus passenger figures, an average of 79

passengers board the bus in the vicinity of these proposed stops during daytime hours (9am – 5pm) each week.

- 2.2 At present the following services serve Laird Avenue
 - 373 Lakeside to Stifford Clays operated by Ensign Bus
 - 373 Lakeside to Horndon on the Hill operated by Ensign Bus
- 2.3 A consultation letter was sent out to residents living at no.3 – no.55 Laird Avenue and no.4 – no.56 Laird Avenue, Stifford Clays inclusive, regarding the proposal.
- 2.4 The returns of the consultation provided 1 objection. This objection concerned the lack of use that the bus stops would receive if they were implemented. The resident who raised the objection had particular concerns as he believed that the bus route was not very well used in this area. However statistics obtained from both the operator and Passenger Transport Unit Information and Monitoring Officer has proven otherwise.

3. ISSUES AND/OR OPTIONS:

- 3.1 These new bus stops would allow residents living in the vicinity of Laird Avenue the ability to board a bus properly without having to rely on the driver of the bus noticing passengers as this route is currently “Hail and Ride”.
- 3.2 Without these new bus stops drivers may continue past the passenger if they do not notice them signalling.
- 3.3 If bus stop flags are to be affixed to lamp columns outside of no.9, no.20 and no.50 Laird Avenue this would not have a detrimental effect on the local residents. In addition it has been determined that these bus stops would not impact on the local residents ability to enter and exit their driveways.
- 3.4 The resident who has submitted an objection to this proposal feels that by erecting timetable cases on lamp columns this then creates a permanent bus stop which has not undergone any consultation with any residents living within the vicinity of the bus stop. In addition the resident has concerns regarding the lack of use of the service operating in Laird Avenue and the associated bus stops here also. There seems to be a lack of understanding of the consultation with the public and residents before a bus stop is made official, whether the stop is affixed to a designated lamp column or a purposely installed bus stop pole.

The observation regarding the lack of use of the service contradicts the figures obtained from both the bus operator and Passenger Transport Unit Information and Monitoring officer.

The comment regarding the lack of use of the bus stops in Laird Avenue is due to the fact that there are no official bus stops in this location and the recognition of unofficial stops lies in the hands of the individual bus drivers on this route.

- 3.5 Funding is available in the current transport programme. It is estimated that these 3 bus stop flags would cost a maximum total of £300.00 for the flags to be affixed to the lamp columns and labelled to reflect the service operating along Laird Avenue.

4. CONSULTATION (including Overview and Scrutiny, if applicable)

- 4.1 The returns of the consultation provided 1 objection. This objection concerned the lack of use that the bus stops would receive if they were implemented. The resident who raised the objection had particular concerns as he believed that the bus route was not very well used in this area. However statistics obtained from both the operator and Passenger Transport Unit Information and Monitoring Officer has proven otherwise.

In addition, the resident who has submitted an objection to this proposal feels that by erecting timetable cases on lamp columns this then creates a permanent bus stop which has not undergone any consultation with any residents living within the vicinity of the bus stop. Furthermore the resident has concerns regarding the lack of use of the service operating in Laird Avenue and the associated bus stops here also. There seems to be a lack of understanding of the consultation with the public and residents before a bus stop is made official, whether the stop is affixed to a designated lamp column or a purposely installed bus stop pole.

The observation regarding the lack of use of the service contradicts the figures obtained from both the bus operator and Passenger Transport Unit Information and Monitoring Officer.

The comment regarding the lack of use of the bus stops in Laird Avenue is due to the fact that there are no official bus stops in this location and the recognition of unofficial stops lies in the hands of the individual bus drivers on this route.

This item has not been to overview and scrutiny committee

- 4.2 Ward Members were consulted along with the Portfolio Holder for Environment. No response was received from this consultation.

5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

- 5.1 Improving access to, and use of, alternative and sustainable modes of transport.

6. IMPLICATIONS

6.1 **Financial**

Implications verified by: **Meinir Hall**
Telephone and email: **01375 652147**
mhall@thurrock.gov.uk

There are sufficient funds available in the budget to meet the cost of the bus stop poles.

6.2 **Legal**

Implications verified by: **Alison Stuart**
Telephone and email: **01375 652040**
astuart@thurrock.gov.uk
There are no legal implications

6.3 **Diversity and Equality**

Implications verified by: **Jane Potheary**
Telephone and email: **01375 642472**
jpotheary@thurrock.gov.uk

The Council has a statutory duty under the Race Relations Act 2000 (Amendment), the Disability Discrimination Act 2005 and Sex Discrimination Act 1975 (Amendment) to promote equality of opportunity in the provision of services and employment. The Council should note the benefits of providing easily accessible public transport for disabled people, as well as older and younger people. The Council should consider how to make the bus stops as accessible as possible and should consider providing the stops for vulnerable users also.

6.4 **Other implications (where significant)** – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

None

7. **CONCLUSION**

7.1 Approval is sought for bus stop flags to be installed on lamp columns outside of no's 9, 20 and 50 Laird Avenue for the reasons and justification set out in this report

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Consultation letters

APPENDICES TO THIS REPORT:

- None

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