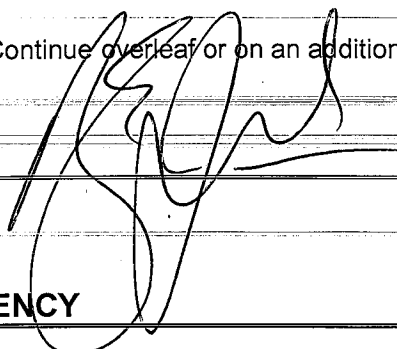


ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

A. Report Title: Proposed bus stop outside no.8 – 10 Long Lane, Grays	
B. Report Author(s): Gavin Bennett Public Transport Officer	Tel: 01375 413886 E-mail: gbennett@thurrock.gov.uk
D. Position held: Head of Planning and Transportation	
E. Key decision: no	F. Delegation ref: n/a
G. Is the decision urgent? no	
H. If yes, state why. n/a	

I. DECISION (strike out whichever does not apply) :	
1. I agree the recommendations in the attached report for the reasons given in the report; <u>OR</u>	
2. *My decision is:	
*The reason for my decision is:	
* Continue overleaf or on an additional sheet if necessary.	
Signed: 	Date: 18/3/14

URGENCY

Democratic Services will arrange for the completion of the following:

J. I confirm that in my opinion a decision on this matter is urgent and cannot reasonably be delayed:

Signed:

Date:

To be completed by Democratic Services

Date decision received by Dem. Services: Click This Box Once - Enter The Date On Which The Decision Was Received	Date decision published: Click This Box Once - Enter The Date The Decision Is To Be Published
Implementation date: Click This Box Once - Enter The Date Upon Which The Decision Is To Be Implemented	
Relevant O & S Committee: Click This Box Once - Type The Relevant O&S Committee The Decision Would Come Under	

March 2014		ITEM
Report to Head of Planning and Transportation		
Proposed bus stop outside no.8 – 10 Long Lane, Grays		
Portfolio Holder: Councillor Andrew Smith - Portfolio Holder for Regeneration, Highways and Transportation		
Wards and communities affected: Stifford Clays	Key Decision: Non-key	
Accountable Head of Service: Basil Jackson – Head of Planning and Transportation		
Accountable Director: David Bull – Corporate Director of Planning and Transportation		
This report is public		
Purpose of Report: To consider the proposal to install a bus stop pole, timetable case and flag on the highway outside of no. 8 – 10 Long Lane, Grays		

EXECUTIVE SUMMARY

To consider the proposal to install a bus stop pole, timetable case and flag on the highway outside of no. 8 – 10 Long Lane, Grays

1. RECOMMENDATIONS:

- 1.1 To approve the request for a new bus stop pole, timetable case and flag to be installed on the highway outside of no. 8 – 10 Long Lane, Grays

2. INTRODUCTION AND BACKGROUND:

- 2.1 A consultation has recently been carried out with local residents living in the vicinity of the proposed site to obtain their views on the proposal to install a bus stop pole outside of no. 8 – 10 Long Lane, Grays
- 2.2 A request was made by local residents to provide an additional stop outside of no. 8 – 10 Long Lane, Grays in order to pick up passengers waiting for the public bus services safely.

2.3 At present the following services serve Long Lane, Grays

- | | | |
|-------|----------------------------|--------------------------------------|
| • 25 | Lakeside to Stifford Clays | Operated by Ensign Buses |
| • 88 | Lakeside to Stifford Clays | Operated by Ensign Buses |
| • 201 | Lakeside to Basildon | Operated by Arriva Southern Counties |
| • 269 | Grays to Brentwood | Operated by Amber Coaches Ltd |

2.4 A consultation letter was sent out to local residents and ward members to see if they had any objections to the proposed bus stop. In total 1 objection was received

3. ISSUES AND/OR OPTIONS:

- 3.1 If the bus stop were to be installed outside no.8 – 10 Long Lane then it is believed that the bus stop would greatly benefit local residents as currently the nearest bus stop is approximately over 200 yards further along Long Lane. Given that many residents living in and around Long Lane are elderly, it is considered that if a new bus stop were to be installed outside no.8 – 10 Long Lane this would then reduce the distance that these residents would have to travel to reach the bus stop in order to use the local bus service.
- 3.2 If a bus stop were to be installed this would not have a detrimental effect on the local residents. In addition it has been determined that this bus stop would not impact on the local residents ability to enter and exit their driveways by their own vehicles.
- 3.3 The site identified has been chosen due to its close proximity to the surrounding residential area. If the site for the bus stop were to be relocated further along Long Lane, Grays it is believed that residents would have to walk further away from the residential area to reach the bus stop and therefore the bus stop will be underused.
- 3.4 The site will also require a footpath and hardstanding area so that elderly or infirm passengers or those with wheelchairs and pushchairs can access the stop safely during inclement weather. A quotation for a footpath and hardstanding has been sought from the Highways department along with the quote for the installation of the bus stop pole itself.
- 3.5 The proposed site for the new bus stop is not near any dropped kerbs or driveways so therefore should not impact on resident's walking ability to enter/exit their property.
- 3.6 The proposed bus stop would be installed on the kerb on the edge of the highway which would be of some distance from the front gardens and hedgerows surrounding the properties behind. Therefore the passengers waiting at the bus stop would not invade the privacy of the properties directly behind the bus stop as the distance from the proposed bus stop location and the front windows of the properties behind would be too great for any person to cause any disturbance to the residents.

3.7 This site would compliment the stop which is placed in the opposite direction and despite initially receiving some concerns from residents, has been successfully implemented without any further repercussions being raised.

3.8 Funding is available in the current transport programme. It is estimated that this new bus stop would cost a maximum total of £3,500 for the pole, flag and timetable case to be installed along with hardstanding and a 1.2 m wide by 5m long footpath for passengers to traverse the grass verge from the pavement to the kerbside and bus stop safely.

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

4.1 The consultation was mainly conducted by Councillor A Gaywood who distributed letters and liaised with local residents directly to ascertain their views concerning the proposed installation of the bus stop at this location. The returns of the consultation provided 1 objection. This item has not been to overview and scrutiny committee

4.2 Ward members were consulted along with the Portfolio Holder for Regeneration, Highways and Transportation. A response was received from Councillor A Gaywood who has requested that if approval is granted for the bus stop to be installed then this should be kept under review for a period of time to ascertain if the comments from the objector are borne out.

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: **Mark Terry (Principal Finance Officer)**

Telephone and email: 01375 652150
mterry@thurrock.gov.uk

Should the proposal be upheld the cost of implementing the bus stop would be approximately £3,500 and would be funded from the LSTF Public Transport Improvements code E3004 9881. There are sufficient funds within this code to meet this cost.

6.2 **Legal**

Implications verified by: Mike Kelly (Regeneration solicitor)

Telephone and email: 01375 652 822

Mkelly@Thurrock.gov.uk

The works are being carried out on existing highway and there is no interference with any points of access. The stop is sited some way from residential properties and there are said to be no privacy or disturbance issues. There are no legal implications.

6.3 **Diversity and Equality**

Implications verified by: Samson DeAlyn

Telephone and email: 01375 652472

diversity@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 stop as accessible as possible and should consider providing the stop 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 It is requested that the proposal to install the new bus stop pole outside no.8 – 10 Long Lane, Grays is approved for the reasons and set out in this report.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Consultation letters

APPENDICES TO THIS REPORT:

- None

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