

Date: 11<sup>th</sup> December 2013

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## **Proposal for the Installation of Bus Stops Blyth – Tynedale Drive**

Report of the Corporate Director of Local Services

Policy Board Member for Street Care and Environment:  
Councillor Ian Swithenbank

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### **Purpose of report**

To report the results of a consultation on the proposed installation of three bus stops within Tynedale Drive Blyth.

### **Recommendations**

It is recommended that the Corporate Director of Local Services in consultation with Policy Board Member for Street Care and Environment, acknowledge the objections but approves the:

- 1) Installation of three additional bus stops at the specified sites to enable the reduction of walk distances to public transport services for disabled and elderly residents, within Tynedale Drive, Blyth.

### **Key issues**

1. This proposal has been developed at the request of residents and the local member, reducing the walk distance to public transport for disabled and elderly residents, who require access to essential services and facilities.
2. The proposal is to install three bus stops within Tynedale Drive - northbound adjacent to 94 and 96 Tynedale Drive; southbound adjacent to Lambrook House and northbound near 54 Tynedale Drive.
3.
  - a) Site investigation confirmed that the walk distances to the existing bus stops is some 350 metres from Lambrook House to Eskdale Avenue and some 400 metres from the lower end of Tynedale Drive to Brierley Close. The walk distance in future, after the proposal is implemented would be some 220 metres.
  - b) These proposed northbound bus stops have been positioned some 280 metres apart. Whilst the proposed southbound bus stop

adjacent to Lambrook House is some 200 metres from the next bus stop south of Milldale Avenue junction.

- c) Bus operator expressed concerns regarding walk distances to the existing bus stops and agreed the proposed locations following their risk assessment for their vehicle operation.
4. Investigation has been undertaken to minimise the effect on residents of these proposed bus stop locations, whilst providing improved access and reduced walk distances to bus services for all residents within Tynedale Drive. It is also proposed that by the installation of these bus stops, that minimal work will be carried out consistent with marked bus stop provision to reduce the impact of adjacent residents.

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   (01670) 624114

# Proposal for the Installation of Bus Stops Tynedale Drive, Blyth Morpeth

## BACKGROUND

### Introduction

1. This proposal to install additional three bus stops within Tynedale Drive has been developed at the request of residents and the local member. To improve access to an additional bus service improving connectivity for residents to Cramlington; Quorum Business Park and Newcastle Haymarket. Providing improved resident access to public transport by reducing the walk distance for disabled and elderly residents, who require access to essential services and facilities.
2. The Transport Act 2000 places a duty on local highway to develop policies regarding the provision of facilities and services connected with bus services. These include the provision of bus stop infrastructure such as bus stop poles, flags, timetables, raised kerbs, clearways and shelters as appropriate.
3. The provision of facilities and promotion of bus services to promote sustainable transport opportunities; is also a key priority of the Northumberland Local Transport Plan. This sets out the Council's commitment to widen social inclusion by improving access to services, reducing the impact on air quality, improving safety, reducing the adverse effects of congestion and contributing towards reducing carbon emissions.
4. The considerations of bus stop locations are to maintain the maximum catchment area; to minimise walk distances for existing bus users and to encourage new users, whilst maintaining visibility requirements through undertaking road safety analysis of the area.
5. Arriva North East considered the potential locations during a site meeting, undertaken by representatives of the local bus operator and officers from the Council. Factors considered to refine the locations of the bus stops included junction visibility, proximity to existing bus stops; proximity to new housing development; the bus service operational issues, passenger safety, traffic management, road safety, separation distance between the proposed bus stop locations and junctions; width of the existing footway; existing accesses to residential properties also proximity to bends, traffic calming measures and adjacent junctions.
6. The proposed locations of the bus stops are shown on **Figure One** and **Figure Two**.
7. It is noted that from April 2008 until April 2013; there have been no recorded injury accidents within Tynedale Drive in the vicinity of Lambrook House within Tynedale Drive. Whilst during the same period within Tynedale Drive near 94 and 96 to Brierley Road junction, two recorded slight injury accidents have occurred; one north of the proposed bus stop

location in July 2008, involved a pedestrian walking into the road into the path of a car whilst hidden from the motorist's view by a parked car. The second recorded slight injury accident occurred in December 2012, south of the proposed bus stop location, within the junction of Brierley Road with Tynedale Drive involving the collision two vehicles was a failure to stop incident.

8. When identifying the locations for the installation of these proposed bus stops the following criteria are desired:
  - Close to journey origins and destinations; whilst minimising walking distances, to avoid the extension of the overall journey time by the increased frequency of bus stop spacing along the route
  - Access and egress from junctions; visibility and road safety requirements; pavement constraints; minimising of environmental intrusion to residents.

### **Response to Consultation**

9. After investigating the residents' concerns and discussions with the local member a consultation was undertaken with residents between 13 August and 13 September 2013, to introduce three bus stops at the specified sites to enable the reduction of walk distances to public transport services for disabled and elderly residents, within Tynedale Drive, Blyth. Residents' raised concerns including stopping buses immediately adjacent to their properties, noise and vibration caused by bus operation, property devaluation, anti-social behaviour and perceived infringement of privacy. A copy of responses is attached as **Appendix One**.
10. Consideration of the constraints of the existing road including visibility, existing bus stop locations within the existing service route, the proximity of traffic calming measures and effects upon the existing Briardale Road, Milldale Avenue and Brierley Road junctions.
11. Detailed investigations confirm no opportunity for the location of the proposed bus stops further south of 94 and 96 Tynedale Drive or further north of 54 Tynedale Drive. Due to the constraints of the separation distance required from the existing junctions. Separation distance requirement between the bus stops; the existing north and southbound bus stop locations.
12. The continued use of existing bus stops only; has been ruled out due to excessive walk distance.
  - a) Site investigation confirmed that the walk distances to the existing bus stops is some 350 metres from Lambrook House to Eskdale Avenue and some 400 metres from the lower end of Tynedale Drive to Brierley Close. The walk distance in future, after the proposal is implemented would be some 220 metres.

- b) These proposed northbound bus stops have been positioned some 280 metres apart. Whilst the proposed southbound bus stop adjacent to Lambrook House is some 200 metres from the next bus stop south of Milldale Avenue junction.
  - c) Bus operator expressed concerns regarding walk distances to the existing bus stops and agreed the proposed locations following their risk assessment for their vehicle operation.
13. The proposed installation of bus stops is in accordance with Bus Stop Design Guidance and will not affect existing junctions.
  14. However, the bus operator confirmed the wait time for any vehicle using these bus stops would be likely to be very minimal. Prior to the consultation, the proposed bus stop locations were surveyed and the highway visibility checked. The numbers of vehicles manoeuvring through Tynedale Drive was assessed as moderately light.
  15. In respect of environmental intrusion the position of the proposed bus stops has been considered to ensure minimum inconvenience to the adjacent residential area by installing the bus stop adjacent to Lambrook House and 94 to 96 Tynedale Drive onto and close to the existing Lighting Columns. Also slightly removed from existing properties to the north of the existing cycle way/footpath near 54 Tynedale Drive
  16. The proposed stop locations seek to mitigate bus stop access difficulties due to the existing excessive walk distances to bus stops
  17. These proposed bus stops are intended to serve the Newcastle – Blyth via Bebside, Cramlington, Quorum Business Park bus service operating through the length of Tynedale Drive.

### **Conclusion**

18. The proposal for the installation of three bus stops within Tynedale Drive
  - northbound adjacent to 94 and 96 Tynedale Drive;
  - southbound adjacent to Lambrook House, and
  - northbound near 54 Tynedale Drive.Will provide improved access and reduced walk distances to the bus service route for all residents within Tynedale Drive.
19. This proposals allows for minimal work to be carried out consistent with marked bus stop provision to reduce the impact of adjacent residents of these bus stops,
20. Whilst this proposal will meet the constraints of the separation distance required from the existing junctions; and the required separation between the existing north and southbound bus stop locations within this bus service route, it will not unnecessarily increase street furniture.

## **BACKGROUND PAPERS**

None.

## **Recommendations**

It is recommended that the Corporate Director of Local Services in consultation with Policy Board Member for Street Care and Environment, acknowledge the objections but approves the:

- 1) Installation of three bus stops at the specified sites to enable the reduction of walk distances to public transport services for disabled and elderly residents, within Tynedale Drive, Blyth.

## IMPLICATIONS ARISING OUT OF THE REPORT

<b>Policy</b>	The scheme is consistent with policies set out in the Bus Strategy and Local Transport Plan.
<b>Finance and value for money</b>	This expenditure will not be bourn within the expected expenditure on infrastructure schemes but from Local Members Improvement Scheme funds.
<b>Human Resources</b>	None.
<b>Property</b>	All proposed works are on the public highway.
<b>Equalities</b>	The needs of disabled people and those that are socially excluded have been taken into account.
<b>Risk Assessment</b>	The local bus operator has carried out risk assessment at the proposed bus stop locations.
<b>Sustainability</b>	The proposal would provide opportunities for sustainable travel.
<b>Crime &amp; Disorder</b>	Consideration has been given to passenger safety and security.
<b>Customer Considerations</b>	The provision of the proposed bus stops will improve access to services for the benefit of the public.
<b>Consultation</b>	Consultations have been carried out with affected residents.
<b>Wards</b>	These locations are within Kitty Brewster ward.



**Appendix One –**

**a) Summary of Comments Received from Consultation in respect the proposed northbound bus stop location adjacent 94 and 96 Tynedale Drive**

I have no objections

I am unequivocally opposed to this proposal for the following reasons 1 Increased noise 2 reduction in privacy 3 reduction in access to my property/parking space 4 loss of value to my property 5 existing bus stop within 100 metres - in both directions 6 majority of Tynedale Drive on my side of the road no property 7 within 200 m there is a purpose built bus bay - unused 8 place it in front of property of resident requesting it I object to this proposal and will be prepared to seek legal advice if a decision is made to go ahead with this project

My property is of pre-fabricated construction This type of build is shockingly inadequate for blocking or even dampening out, outside noise, traffic etc. Therefore the increased noise from buses pulling up, engine running whilst idle or pulling away is going to be heard as if I'm standing next to the bus! I must ad that the house shakes as well as traffic goes over speed bumps - which will not be good for overall structural damage!

I do feel a bus stop is needed on Tynedale Drive however not on the proposed location. It is far too close to the junction of Brierley Road which is a very busy junction. I feel this will cause congestion problems should the bus stop be placed at 96. It should be further down

**b) Summary of Comments Received from Consultation in respect of proposed north and southbound bus stop locations within Tynedale Drive adjacent and opposite Lambrook House**

I would like to strongly oppose the proposal for a northbound bus stop adjacent to 54 Tynedale Drive. I am already a victim of routine vandalism (damage to hedge and fence) and every sort of litter thrown into my garden due to living next to "the cut", I feel a bus stop at the corner of my garden will only make the problem worse and may devalue my house. A more appropriate place would be the unused bus stop/parking area (built for buses to drop off pupils for B.C.C.) approximately 50m north of your proposed site. As This was built as a designated independent section of road for buses it is a much safer place as people would get on and off away from the main road and traffic would not be disrupted. Can you please, tell me if I need to put this in writing, forward me your line manager's name/ email and tell me what course of action is available to me if you decide to go ahead against my views.

A resident telephoned to ask about the reason for the bus stop and the bus service changes confirmed there has be bus stop in the locality previously

**c) The local ward councillor is aware of the proposal has been involved, commented upon, and is supportive of these proposals.**




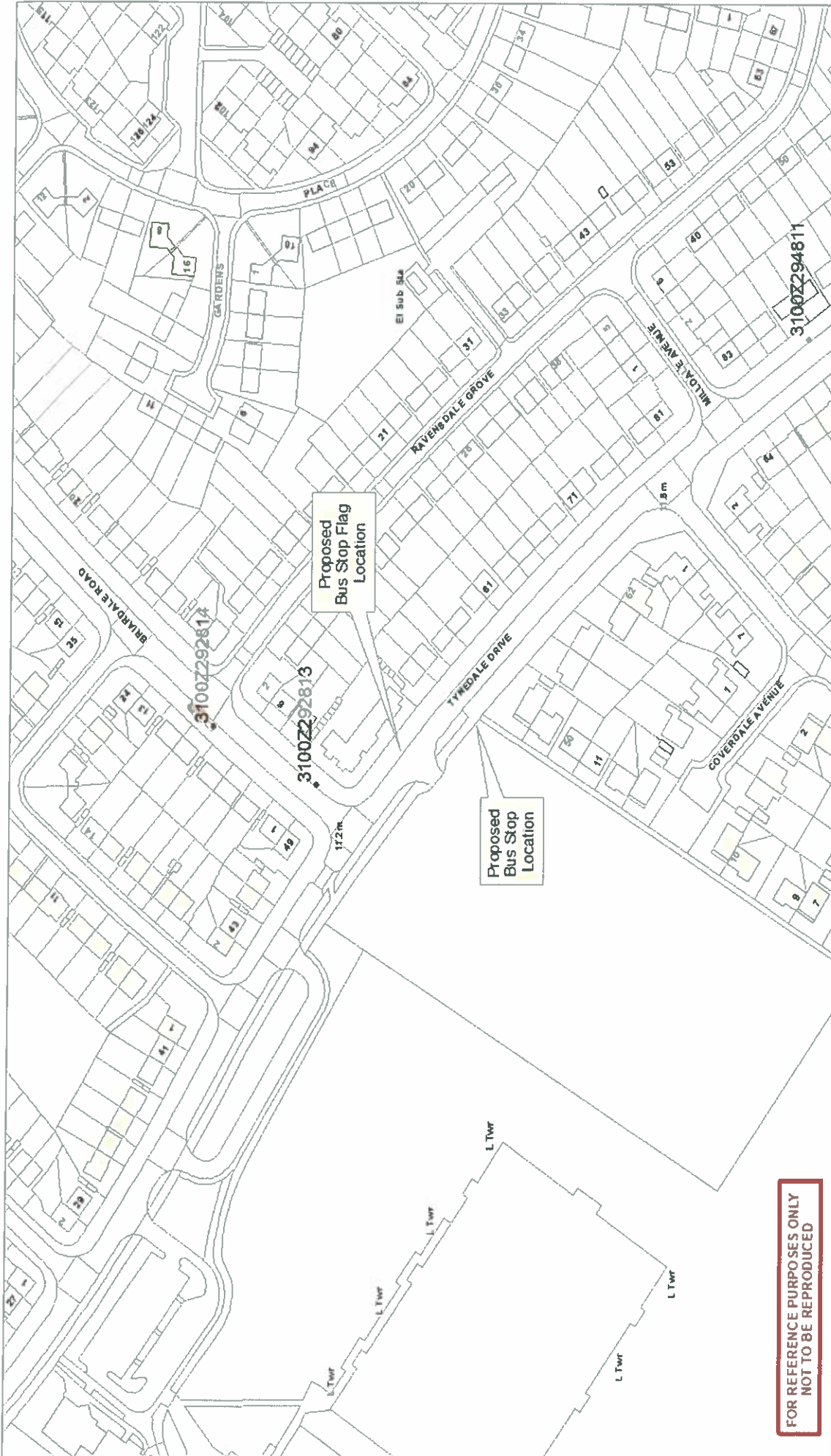


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# Proposed Bus Stop Locations Tynedale Drive, Blyth

Figure One

 Northumberland County Council <small>Northumberland County Council          Moorfoot, Newcastle NE1 1SE          Tel: 01670 832000</small>	Network Management Information System <small>This map is extracted from Ordnance Survey data. It is the property of Ordnance Survey, or their agent, the Director of the Ordnance Survey, who may be contacted for any information. Tel: 0800 505050</small>		Title:
	Date:	Scale:	Drn:



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<b>Northumberland</b> Northumberland County Council <small>Northumberland County Council          County Hall          Northumberland Road          Newcastle NE1 7 2P          Tel: 01670 533000</small>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; text-align: center;"> <b>Network Management Information System</b> </td> <td style="width: 40%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Title</td> <td colspan="2"></td> </tr> <tr> <td>Drn:</td> <td>Date</td> <td>Scale</td> </tr> </table> </td> </tr> <tr> <td colspan="3" style="font-size: 8px;">                 This map is published for information only. It does not constitute an offer of any services or products. The information on this map is for reference purposes only. It is not intended to be used as a basis for any decision. The information on this map is for reference purposes only. It is not intended to be used as a basis for any decision.             </td> </tr> </table>	<b>Network Management Information System</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Title</td> <td colspan="2"></td> </tr> <tr> <td>Drn:</td> <td>Date</td> <td>Scale</td> </tr> </table>	Title			Drn:	Date	Scale	This map is published for information only. It does not constitute an offer of any services or products. The information on this map is for reference purposes only. It is not intended to be used as a basis for any decision. The information on this map is for reference purposes only. It is not intended to be used as a basis for any decision.		
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## Proposed Bus Stop Locations Tynedale Drive, Blyth

Figure Two

## DECISION TAKEN

**Officer(s):**

**Barry Rowland**

**Policy Board Member(s):**

**Councillor Ian Swithenbank**

**Subject:**

**Proposed Installation of Bus Stops within Tynedale Drive, Blyth**

**Recommendation:**

It is recommended that the Corporate Director of Local Services in consultation with the Policy Board Member for Street Care and Environment, acknowledge the objections but approves:

- 1) The installation of a northbound bus stop adjacent to 94 and 96 Tynedale Drive;
- 2) The installation of a southbound bus stop within Tynedale Drive adjacent to Lambrook House
- 3) The installation of a northbound bus stop near 54 Tynedale Drive.

**Decision Taken:**

*Agree with recommendation to install three bus stops.*

**Signature of Officer(s)**

*Barry Rowland*

**Policy Board Member(s):**

*I Swithenbank*

**Date:** *11-12-13*

**Date:** *11-12-13*

**Public / ~~Private Register~~ \*\*please mark\*\***