

Jeans Way bus stop consultation – summary of issues and responses

Issue raised	Response
<p>The stop will attract people to park their cars in the vicinity and ride into Luton. In particular:</p> <ul style="list-style-type: none"> - Weekday commuters - Weekend shoppers / football fans - People wishing to avoid Luton airport parking charges <p>The introduction / enforcement of parking restrictions at White Lion Retail park will exacerbate this issue.</p>	<p>While parking was originally a concern for other locations with stops on the busway, such as Portland Ride, it has not materialised as an issue.</p> <p>The project team do not foresee Jeans Way being any different to other stops. However, to allay concern the level of demand for on street parking in the vicinity of the stop will be actively monitored. Should this monitoring reveal there to be a problem then appropriate restrictions will be introduced following a process of consultation with local residents.</p> <p>The funding needed to introduce parking restrictions will be ring-fenced.</p>
<p>Buses using the corridor along Jeans Way already create a noise disturbance for residents. This will worsen as buses decelerate to use stop and then accelerate away.</p>	<p>A trial designed to reduce the noise generated from the wheels as they run over the gaps between concrete beams is currently underway. If this is successful it will be rolled-out across the busway where properties nearby are affected.</p> <p>To inform the consultation, consultants AECOM assessed how noise levels are affected by buses slowing down and accelerating away from stops. The results of this work show that there will be no discernable impact on the level of noise disturbance for properties at Jeans Way.</p>
<p>Stop will add to the light pollution in what is a sensitive area.</p>	<p>Bats forage along the busway corridor through Blows Downs and for this reason the design for the stop does not include additional street lighting.</p> <p>Some light is needed in the bus shelters for CCTV to operate effectively. Anything above this 'base level' shelter lighting can be carefully controlled using sensors.</p>
<p>The stop will attract additional antisocial behaviour.</p>	<p>This has not proved to be the case elsewhere along the busway. Whilst there have been incidents of vandalism, including recent damage to the shelter at White Lion Retail, this has been relatively rare. In the most recent case the culprits were quickly arrested thanks to the CCTV footage.</p> <p>The CCTV cameras covering the bus stop are monitored by the Luton Borough Council Control Centre which operates 24/7.</p>
<p>The construction of the stop will cause a disturbance for the residents of Jeans Way.</p>	<p>The stop will take between four and six weeks to build and the work will be scheduled so as to cause minimal disturbance or disruption to local residents or passengers using busway services. Access to the site will be from Station Road with construction vehicles using the emergency access track. The majority of work will happen during normal weekday daytime hours and any night-time working kept to a minimum.</p>
<p>The stop will adversely affect local house prices.</p>	<p>The evidence from research into the provision of new stops elsewhere suggests the reverse, that the advantage the stop brings will boost local house prices.</p>
<p>The provision of a stop at Jeans Way was previously consulted upon and rejected.</p>	<p>A number of people have asked that the two authorities reconsider their decision now that the Busway is open.</p> <p>The provision of a stop has the support of the three</p>

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	operators who run services along the busway, none of whom expect to change their timetables to accommodate the additional stops planned.
Other locations for the stop should be considered.	All potential locations for stops have been considered. The Jeans Way location has several advantages in respect of the size of the catchment it serves and the existing pedestrian linkages and crossing point.
The provision of new stops will delay bus journeys, negating one of the key design objectives and benefits of the busway.	The delay to journeys from the new stops will be minimal and will not affect advertised timetables.
The authorities need to address existing issues, particularly noise disturbance first before doing further work.	The authorities continue to investigate how the noise generated from the gaps between the beams can be dampened and has recently started a trial using a thin ‘shim’ that it is hoped will reduce reverberations.
The cost of the stop would be better invested improving local roads.	The money for the stop has been provided by central government in the form of a grant and has to be spent on improvements to the Busway. If it is not spent on the new stop then it would be invested on the access track.
The stop will adversely affect Blows Downs, an area of outstanding natural beauty.	Blows Downs is a beautiful area of Dunstable. With a new stop the expectation is for an increase in visitors to the Downs. Both authorities are indebted to the Wildlife Trust for their excellent stewardship of this valuable green area. The Downs are a protected reserve and the Trust will work to reduce the impact from an increase in visitors.
Buses frequently exceed the speed limit at Jeans Way. There is a risk that the stops will make it riskier for people to cross the busway.	All operators have been advised that they must obey the speed limit and that if necessary authorities will work with the police on enforcement action. The stop has been designed to ensure pedestrian safety is not comprised and the existing gate arrangement will be retained.
The alleyway that provides access to the Downs is narrow and suffers from dog fouling	While the alleyway is not ideal it is adequate. It is popular with dog walkers who use the Downs and the issue of dog fouling is one that the authority will look to address.
The stop will attract youths to gather at night, which can be intimidating for other people.	This is not the experience elsewhere on the busway and it is likely that the presence of the CCTV cameras will serve to deter anti social behaviour in the vicinity of the stop.
Operators should be encouraged to run evening services along Luton Road (outside the busy hour period where this road is congested) to reduce the level of noise disturbance to residents.	This is a decision for the individual operators to make. All have indicated that they are happy with the level of growth in the patronage of their busway services and will be looking at opportunities to add to these, as has been the case recently with the Arriva service to Leighton Buzzard and Aylesbury. There was a concern that services elsewhere would suffer when the busway opened. This has not happened in practice.