



HIGHWAYS ADVISORY COMMITTEE

15 September 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Stanley Road South, Frederick Road &
Lower Mardyke Avenue
Outcome of public consultation**

CMT Lead:

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £26,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 Local Implementation Plan
allocation for Bus Stop Accessibility.**

**The subject matter of this report deals with the following Council
Objectives**

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops Stanley Road South, Frederick Road and Lower Mardyke Avenue and seeks a recommendation that the proposals be implemented.

The scheme is within **South Hornchurch** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Stanley Road South, Frederick Road and Lower Mardyke Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QO001-OF-A15A
 - QO001-OF-A16A
 - QO001-OF-A17A
 - QO001-OF-A18B
 - QO001-OF-A182A

2. That it be noted that the estimated cost of £26,000 for implementation (all sites) will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility.

REPORT DETAIL

1.0 Background

- 1.1 People with mobility problems, the elderly and people travelling with young children find it difficult to board or alight from buses, unless the vehicle is able to pull in close to the kerb (within 200mm). The difficulty of gaining kerbside access is often caused by indiscriminately parked vehicles, or lack of high kerb space adjacent to stops.

- 1.2 Improvements to the bus stop environment such as raising kerbs, relaying footway surfaces, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making

bus stops fully accessible to all people. In some situations, it may be appropriate to build the footway out into the road to provide an accessible bus stop, although this will only be appropriate where carriageways are very wide.

- 1.3 The introduction of bus stop clearways improves the accessibility of bus stops by providing sufficient space for buses to pull in close to the kerb. It is important with the provision of buses in London that are fully wheelchair accessible, because the benefits of low-floor/ kneeling buses are considerably reduced (if not removed) if the bus cannot be positioned next to the kerb.
- 1.4 Drawing QB109/00/01B shows a standard bus stop layout where the bus stop is within a length of parked vehicles. In such a situation, a 37 metre long bus stop clearway is required to enable buses to meet the kerb so that both loading doors can be used. Where local conditions allow, this length can be reduced and so any design work will consider needs on a case by case basis.
- 1.5 In some situations, it is recognised that buses stopping on the carriageway can have an impact on traffic flows, especially on narrow roads. However, bus stops which are fully accessible to all people allow for buses to use stops more efficiently, minimising the length of time a bus is stationary. This will have the positive effect of reducing disruption to traffic flows to a minimum.
- 1.6 Where buses cannot fully access the kerb, then there may be delays in the loading or unloading of passengers leading to buses stopping longer than necessary. In some cases, certain passengers may not be able to access buses at all or the bus driver will simply need to pass the stop by where access to the kerb is not possible.
- 1.7 There are 690 bus stops in Havering. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen's Hospital). Data as of March 2015.
- 1.8 Of these stops, 66% are fully accessible. In order for a stop to be fully accessible, it must meet the following basic criteria;
 - The kerb to the footway must be between 125mm and 140mm in height to be compatible with the front and rear loading doors of the bus and the ramp deployed from the rear loading doors;
 - The bus stop should be restricted from parking and stopping by a bus stop clearway so that the stop is always available for buses to be able to pull into tightly to the kerb.
- 1.9 For Havering, funding for Bus Stop Accessibility works has mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.

- 1.10 Staff from StreetCare work with TfL London Buses and the Police (where required) on a programme of mainly route-based Bus Stop Accessibility improvements, although individual sites are investigated from time to time where there are particular passenger access problems.
- 1.11 The route approach allows for comprehensive review of existing bus stop positions for accessibility, convenience, safety etc. and sometimes requires stops to be moved away from points of conflict such as where parking or proliferation of vehicle crossings prevent stops being accessible in their existing positions.
- 1.12 Proposals for accessibility improvements have been developed for various bus stops along Stanley Road South, Frederick Road and Lower Mardyke Avenue as set out in the following table;

STANLEY ROAD SOUTH

Drawing Reference	Location	Description of proposals
QO001-OF-A15-A BS34978 Hubert Road	Flank wall of 95 Cherry Tree Lane	Bus stop flag to be relocated 4.10 metres north-west 27meters 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area 'At Any Time' waiting restrictions at junction with Cherry Tree Lane.
QO001-OF-A16-A BS34979 Philip Road	Outside 23	Bus stop flag to be relocated 2.00 metres south-east 31meters 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

FREDERICK ROAD

Drawing Reference	Location	Description of proposals
QO001-OF-A17-A BS34980	Outside 13-15	Bus stop to be relocated approximately 87.10 metres east by the flank wall of No 2 Karen Close

Frederick Road		35meters 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A18-A NEW STOP	Outside No 75	Creation of lay-by approximately 49.20m in length 24 hour bus stop clearway Creation of footway parking outside property numbers 120-128 140mm kerb and associated footway works provided at bus boarding area

LOWER MARDYKE AVNUE

Drawing Reference	Location	Description of proposals
QO001-OF-A182-A BS34982 Lower Mardyke Avenue	Opposite No 53	Bus stop flag to be relocated 2 metres south-west 33 metres 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 59 letters were hand-delivered to those potentially affected by the scheme on 17th July 2015, with a closing date of 10th August 2015 for comments. The proposed waiting restrictions for the junction of Stanley Road South and Cherry Tree Lane (Drawing QO001-OF-A15A) were also publicly advertised.
- 1.14 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of the consultation information.
- 1.15 An additional letter was sent in relation to the proposed stop outside 75 Frederick Road with an amended drawing (QO001-OF-A18-B) correcting an error with the house numbers which lies with the Ordnance Survey mapping records.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses were received as set out in Appendix I to this report.
- 2.2 London Buses commented on the proposed relocation of bus stop flags (Drawings QO001-OF-A15-A and QO001-OF-A182-A) and indicated support for the new stop outside 75 Frederick Road (Drawing QO001-OF-A18-B), citing requests from local people for the additional stop.
- 2.3 A resident commented on the proposals outside 23 Stanley Road South (Drawing QO001-OF-A16A), requesting that waiting restrictions be provided at the junction of Stanley Road South and Philip Road to aid bus movements.
- 2.4 A resident objected to the new stop proposed outside 75 Frederick Road (Drawing QO001-OF-A18-B), suggesting that a new stop is not needed and raising concerns about loss of on-street parking, street litter/ rubbish and noise.

3.0 Staff Comments

- 3.1 The issues raised by London Buses are minor and would be dealt with on site by agreement, should the proposals proceed. London Buses has the final say on bus stop flag location.
- 3.2 The request for parking restrictions at the junction of Stanley Road South and Philip Road is not an issue London Buses has raised and therefore Staff do not consider that the matter should be taken forward.
- 3.3 With regard to the need for a new bus stop outside 75 Frederick Road, the current spacing between stops is some 870 metres which is substantial in bus stop spacing terms. The addition of this stop will enable more people to be within a reasonable walk of a bus stop. The concerns raised by the resident are noted and so the Committee will need to consider the various issues raised and make a recommendation based on balance.
- 3.4 Staff recommend that the proposals be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme

The estimated cost of £26,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop

Accessibility. The funding will need to be spent by 31st March 2016, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency built into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Streetcare Capital budget.

Legal implications and risks:

Bus Stop Clearways do not require traffic orders, but Department for Transport guidance suggests that local consultations should take place as has been the case with the proposals set out in this report.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The Council has a general duty under the Equality Act 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community, but most especially disabled people and people using pushchairs. Accessible bus stops will be of benefit to people using wheelchairs, but also people who have walking, balance and dexterity difficulties; and blind and partially-sighted people.

BACKGROUND PAPERS

Project file: QO001, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**

Respondent	Drawing Reference	Response and Staff Comments (where required)
Matthew Moore London Buses Infrastructure	<p>QO001-OF-A15-A</p> <p>QO001-OF-A182-A</p> <p>QO001-OF-A18-B</p>	<p>BS 34978 Stanley Road South – Moving the flag to the location in the plans would place it directly in the trees. For that reason I would prefer to leave it where it is or move to the kerb side.</p> <p>BS 34982 Lower Mardyke – I think the flag is okay where it is. Moving it 2M south west as described would bring it too close to the shelter and be a problem with servicing/hooding etc.</p> <p>The provision of an additional stop along Frederick Road has been requested by local bus users and will be of benefit to those passengers.</p>
Resident No address provided	QO001-OF-A16-A	<p>With reference to your letter dated 17th July 2015 in respect of the rolling programme of bus stop accessibility and the relocation outside 23 Stanley Road South which I have no objection.</p> <p>The only problem is with vehicles parking at the junction of Stanley Road South and Philip Road which has a sharp bend in the road where the buses turn left it does not leave enough room to get round and in particular outside number 76 Philip Road when vehicles are parked.</p> <p>I would like to suggest that you consider having yellow lines painted to stop vehicles parking at the junction of Stanley Road South and Philip Road which should help the Bus drivers when turning the corner.</p>
Resident 83 Frederick Road		I am writing to opposes the new bus stop outside no 75 Frederick rd My argument is that there is no need for this bus stop and it will only add to the problems along this end of Frederick rd It is already impossible to drive along this section of road

		<p>because of parked cars that have nowhere is to park and the new bus stop will only add to the problem Plus there is the concern of noise and rubbish along this area , the amount if street litter around here is already appalling and never gets picked up and my self and my neighbours only think things will get worse I would like you to think again before going ahead with this bus stop</p>
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