



HIGHWAYS ADVISORY COMMITTEE

12 August 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
WHITE HART LANE
Outcome of public consultation**

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

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along White Hart Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Mawneys** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
 - QN008-OF-A17-A
 - QN008-OF-A18-A
 - QN008-OF-A19/A20-A
 - QN008-OF-A21/A22-A
 - QN008-OF-A23/A24-A

2. That it be noted that the estimated cost of £2,900 for implementation will be met by Transport for London through the 2014/15 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 2014.
- 1.8 Of these stops, 56% 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 existing bus stops along White Hart Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A17A	Outside Tythe Court	Clearway restriction to change from 7am – 7pm to 24 hours Cycle lane markings to be removed within the bus cage Additional 'BUS STOP' lettering required
QN008-OF-A18A	Outside 128 to 134	Clearway restriction to change from 7am – 7pm to 24 hours Cycle lane markings to be removed within the bus cage Additional 'BUS STOP' lettering required
QN008-OF-A19A	Outside 1 to 6 Suffolk House	Clearway restriction to change from 7am – 7pm to 24 hours Cycle lane markings to be removed within the bus cage Additional 'BUS STOP' lettering required
QN008-OF-A20A	Outside 92 to 96	Clearway restriction to change from 7am – 7pm to 24 hours Cycle lane markings to be removed within the bus cage
QN008-OF-A21A	Outside 1 to 5 Devon House And 1 to 6 Cumberland House	Clearway restriction to change from 7am – 7pm to 24 hours Cycle lane markings to be removed within the bus cage Additional 'BUS STOP' lettering required
QN008-OF-A22A	Outside 68 to 74	Clearway restriction to change from 7am – 7pm to 24 hours Cycle lane markings to be removed within the bus cage
QN008-OF-A23A	Outside 21 to 25	Clearway restriction to change from 7am – 7pm to 24 hours
QN008-OF-A24A	Outside 2 to 8	Clearway restriction to change from 7am – 7pm to 24 hours

- 1.13 Approximately 50 letters were hand-delivered to those potentially affected by the scheme on 17th June 2014, with a closing date of 9th July 2014 for comments.
- 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. Public notices were also placed within bus stop timetable display units.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 3 responses were received. London Buses Infrastructure indicated support for the scheme. The Metropolitan Police Traffic Unit stated that they had no issues with the proposals. Havering Cyclists (part of the London Cycling Campaign) did not believe there to be an impact on cyclists and noted some of the cycle lane markings through bus stop clearways were proposed to be adjusted.

3.0 Staff Comments

- 3.1 Staff recommend that the scheme be implemented as consulted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £2,900 for implementation will be met by Transport for London through the 2014/15 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2015, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it 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.

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: QN008, Bus Stop Accessibility 2014/15