



HIGHWAYS ADVISORY COMMITTEE

12 August 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
SLEWINS 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 Slewins Lane and seeks a recommendation that the proposals be implemented, including selecting one of two options for one location.

The scheme is within **Emerson Park** and **Squirrels Heath** wards.

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-A64-A
 - QN008-OF-A66-A
 - QN008-OF-A67&68-A

2. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that one of the following bus stop accessibility options as set out in this report and shown on the following drawings are implemented;
 - (a) QN008-OF-A65/01-A (Option 1 – existing location); or
 - (b) QN008-OF-A65/02-A (Option 2 – alternative location)

3. That it be noted that the estimated cost of £20,000 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 bus stops along Slewins Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A64-A	Outside 11 to 15	31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A65-A/01 Option 1	Outside 84 to 92	31 metre bus stop clearway. Bus shelter to be turned around and relocated to the rear of footway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A65-A/02 Option 2	Outside 82, 82a & 82b	Relocate bus approx. 45m northwest. 31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A66-A	Opposite 92 to 96	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A67&68-A	Outside 83	31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

QN008-OF-A67&68-A	Along the flank wall of 23 Walden Way	31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
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1.13 Approximately 30 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, 11 responses were received as set out in Appendix I to this report (2 responses were received after the close of consultation).

2.2 With regard to the existing stop outside 11 to 15 Slewins Lane (Drawing QN008-OF-A64-A), a resident objected to the scheme. They were concerned about the position of the bus stop moving, impact on the parking for residents opposite, anti-social behaviour from passengers, a higher footway allowing people to see into premises and safety relating to the proximity to The Drill roundabout.

2.3 With regard to the two options for the bus stop near Kinfauns Avenue (for buses travelling towards The Drill – Drawings QN008-OF-A65-A/01 and 02), residents with the stop in the current position (Option 1) objected to the stop remaining because of road safety concerns, footway width, impact on deliveries, privacy, anti-social behaviour, driveways being blocked and congestion.

2.4 The residents affected by the alternative location (Option 2) raised similar concerns as those residents affected by Option 1. The response from the Metropolitan Police was in favour of Option 2 because of the improved vision for vehicles leaving Kinfauns Avenue.

3.0 Staff Comments

3.1 With regard to the existing stop outside 11 to 15 Slewins Lane (Drawing QN008-OF-A64-A), the bus stopping position would remain unchanged. The clearway is proposed so that there is sufficient clear road space to allow buses to smoothly pull in within 200mm of the kerb and accordingly depart as set out in the background information above. The bus stopping position is

55 metres from the exit of The Drill and is considered by Staff to be more than sufficient for following drivers to be able to see and react to the presence of a stationary bus. Raising the kerb to 140mm is required for compatibility with low floor/ kneeling buses and impact on privacy is expected to be negligible.

- 3.2 The two alternatives for the stop near Kinfauns Avenue (towards The Drill) have attracted similar objections from both sets of residents. Staff are of the view that Option 2 presents a safer highway layout in terms of forward visibility of following vehicles and visibility at the junction with Kinfauns Avenue. In addition, the footway is less congested with Option 2.
- 3.3 Delivery access is often cited as a concern and while loading would be prevented within the Clearway, it is reasonable to expect those making deliveries to stop outside the restricted area and to carry goods or use a trolley. This is no different to a delivery being made where there is a pedestrian crossing or other impediment to loading such as within a signalised junction.
- 3.4 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.
- 3.5 The Committee will need to consider the various issues raised and make a recommendation based on balance.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £20,000 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

CONSULTATION RESPONSES

APPENDIX I



Respondent	Drawing Reference & Location	Response and Staff Comments (were required)
Resident of 10 Slewins Lane	QN008-OF-A64-A	<p>I am writing to confirm my reservations about the proposed bus stop clearway which will totally prevent parking or loading in front of my property.</p> <p>Of all the properties affected by the proposed changes I have the smallest space for off street parking and I currently only have space for 1 small car on my property (both 11a and 12 who also have the full frontage of their properties in the proposed zone have at least 2 spaces for parking on their properties)</p> <p>Whilst I appreciate it will be possible for visitors to park outside the clearway zone this is likely to be some distance away.</p> <p>More concerning than the parking is the prevention of loading / unloading outside my property - with no space on my driveway for delivery vehicles this will be an issue for delivery of bulky / heavy items, also what would be the provision for removal vehicles should I choose to sell my property in the future?</p> <p>I would appreciate clarification of the above.</p> <p>Staff Comment: We clarified that proposal was for the existing bus stop opposite (on the odds side) and resident subsequently confirmed satisfaction with the proposal.</p>
Residents of 11a Slewins Lane	QN008-OF-A64-A	<p>In relation to the letter we received dated 17th June, we would like to have in writing that we object to the changes/improvements laid out, to make changes to the bus stop;</p> <p>1: 31 meter bus stop clear way: this completely goes across our drive, this does not improve access, currently the buses stop usually between our drive and no.15 without blocking access. Why does this need to change ? This does not improve any accessibility,</p>

		<p>in fact creates greater problems. With entering and exiting our property and for both vehicles and pedestrians trying to use the road and footpath when we cannot gain access.</p> <p>2: Creating bus stop clear ways: If this were to be enforced it would be totally impractical for residents opposite who have very limited parking now.</p> <p>3: 140mm kerb and associated foot way works provided at bus boarding area: 1: Buses now can lower to allow passengers to board buses there are no issues at the bus stop currently. Increased height would mean people will be able to look directly into our sitting room. We already have issues with bus uses using the front of the property as a toilet and rubbish tip and only can see this would get worst, if this was implemented. Having looked up the guide lines for increased kerb area, it is only a recommendation where necessary, I question this is necessary.</p> <p>Also I would like to point out a hazard which I believe you have not taken into consideration. The bus stop is very close too the drill roundabout, which cars come off accelerating at speed from a blind bend. To increase the size of this bus stop further, would reduce the distance from the roundabout, greatly increasing the hazard. We have already had a car crash into us from behind, whilst stationary waiting for a bus to move away and several near misses, and seen many similar instances with other traffic.</p> <p>We hope above convinces you to review your plans, as we believe it will only cause a lot of wasted cost and increase congestion and danger while decreasing accessibility.</p>
<p>Matthew Moore TfL London Buses Infrastructure</p>	<p>Option 1 QN008-OF-A65- A/01A</p>	<p>The shelter relocation looks a bit tricky but we can discuss that on site at a later date. Are you removing the high kerb that is currently at the head of the stop just before Kinfauns Avenue?</p> <p>Staff Comment: We clarified that we were not removing the high kerb which protects a week bridge parapet.</p>

<p>PC Martin Young Metropolitan Police Traffic Unit</p>	<p>Option 1 QN008-OF-A65- A/01A</p> <p>Option 2 QN008-OF-A65- A/02A</p>	<p>I have no issues with the plans as presented for Slewins Lane. I would prefer to see option two used near the junction with Kinfauns Avenue as this will allow vehicles pulling out of Kinfauns Avenue better vision with a bus at the stop.</p>
<p>Residents 73 Slewins Lane (received after consultation closed)</p>	<p>Option 1 QN008-OF-A65- A/01A</p> <p>Option 2 QN008-OF-A65- A/02A</p>	<p>We agree to the proposal in drawing no QN008-OF-A65/01, to turn around the bus shelter in the existing location however we object to the proposal in drawing number QN008-OF-A65/02 to relocate the bus shelter 45m northwest to opposite my house.</p> <p>My worry would be that of an increased lack of privacy, whereas the current bus stop has large fences/trees in front of their land. the houses behind the current bus stop have bought and sold their properties so were, and are, aware of a bus stop outside, or near their property. We on the other side of the proposed new bus stop bought our properties without a bus stop opposite, and I believe that this will influence the price of our properties in this row of Slewins Lane.</p> <p>I can understand that the safety of residents and bus users is utmost in any decision, but to my knowledge the bus stop - where it is placed at present - has no record of danger to residents and bus users, an overtaking car some years ago but not residents and bus users.</p> <p>I would ask that you keep the bus stop where it has been for many years.</p>
<p>Resident of 77 Slewins Lane</p> <p>And on behalf of 79 Slewins Lane</p>	<p>Option 1 QN008-OF-A65- A/01A</p>	<p>Thank you for your letter dated the 17th June 2014 enclosing plans showing the proposed works to either improve the layout of the existing bus stop or to relocate the bus stop directly opposite our property.</p> <p>My property address is 79 Slewins Lane, Hornchurch, Essex RM11 2BY. Following a</p>

	<p>Option 2 QN008-OF-A65-A/02A</p>	<p>discussion with my neighbours, who reside at 77 Slewins Lane, Hornchurch, Essex RM11 2BY, they have asked me to add them to this email to respond on their behalf.</p> <p>We agree to the proposal in drawing no. QN008-OF-A65/01, to turn around the bus shelter in the existing location, however, we object to the proposal in drawing no. QN008-OF-A65/02, to relocate the bus shelter approximately 45m northwest, opposite our house.</p>
<p>Residents of 84 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-A/01A</p> <p>Option 2 QN008-OF-A65-A/02A</p>	<p>I would like to comment on proposed Option 1 (drawing ref. QN008-OF-A065/01) and Option2 (drawing ref. QN008-OF-A065/02). This is regarding the bus stop –Brooklands Gardens that is at present located outside of our property 84 Slewins Lane. We are pleased to hear that the improvements will be made to bus stop areas to allow residents to safely board the buses.</p> <p>However, we want to raise an objection to Option 1 and we would like to see the bus stop to be relocated to the area suggested in Option 2. As to our opinion, Option 2 is the best way to ensure safer traffic flow and the safety of residents using the bus service. The bus stop is mainly used by Haynes Park housing estate residents. The entrance of Haynes Park housing estate is directly opposite the bus stop. Residents, including mothers with prams and children coming out the entrance cross the road directly to the bus stop.</p> <p>This is extremely dangerous as it is between the road bend and the hill where there is no incoming cars visibility. When buses in both directions stop at the same time the road is too narrow and it is causing blockage of the road.</p> <p>If the bus stop is relocated according to Option 2 the residents from 82,82a and 82b will not be affected by the bus stop problems as much as we are, as their houses are set back from the main road and they can access their driveways from Kinfauns Avenue. We at number 84 suffer greatly as we have no car access to the front of our property. Often, the bus stop users are damaging our fence, throwing rubbish including broken glass bottles into our front garden. The bus stop shelter is used frequently and there are often incidents of anti-social behaviour at</p>

		<p>night.</p> <p>The bus stop is very close to our windows and my children are often awakened by the loud noises and swearing from the bus stop. The buses stop very close to our and our neighbours 86, 88 and 90 houses causing a loss of privacy. The bus users are looking directly into our bedrooms.</p> <p>The new proposed bus stop location in Option 2 is ideally placed further away from the houses 82,82a &82b and the bus stop would not affect them as much as us.</p> <p>Advantages of the relocating the bus stop to outside 82,82a,82b (Option 2)</p> <ol style="list-style-type: none">1. Safer traffic flow2. Safer location to cross the road for Haynes Park Housing residents as the car visibility is better in the new location3. Residents not affected by bus noise and bus users as their houses are further away from the main road4. Wider, more pleasant, green area available for bus stop users to enjoy while they are waiting for the bus <p>The problems with the Brooklands Gardens bus stop outside 84 to 92 Slewins Lane (Option 1).</p> <ol style="list-style-type: none">1. Traffic safety issues2. Safety of residents using the bus stop is compromised when crossing the road as visibility of cars coming from both direction is poor.3. Limited space area, the pavement is too narrow4. Buses stop too close to residential houses5. Number 84 residents will not be able to maintain their fence as the bus stop shelter will be too close to the fence. No vehicle access for number 84 to the front of the property.
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<p>Residents 86 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-A/01A</p> <p>Option 2 QN008-OF-A65-A/02A</p>	<p>With reference to your letter dated 17th June, we would like the Highways Advisory Committee to consider our below comments.</p> <p>1. The current position of the bus stop outside No. 84, alongside the bus stop opposite No. 90, already causes (in our opinion) a safety issue. Both these bus stops are extremely busy in the mornings and mid-afternoons as they are on route to schools in both directions. When they have passengers alight and disembark, it is quite scary when we witness children running across the road to catch the buses. These bus stops are both located with a bend either side of them, and therefore there is restricted views for pedestrians when crossing, and for vehicles as they reach the bend. Furthermore, opposite No. 86 is a walkway that people use to get to the flats (obviously with a high population of residents). Once again, people automatically cross there to return to their homes.</p> <p>2. The bus stop outside No. 84 has a small width pavement. It is very difficult for people pushing prams and wheelchairs to pass when passengers are waiting for the arrival of the bus. Having had young children, and also when my husband was wheelchair bound for a short period, I can confirm the accessibility is extremely difficult. The pavement width for Option 2 however, is far more accessible.</p> <p>3. Option 1 states that there will be a 24 Hour Bus Stop Clearway directly outside No. 84, 86, 88 and 90. Residents would be unable to have any delivery vehicles park. Furthermore, access to our driveways would be hindered (this is already difficult with two bus stops virtually opposite each other). However, if Option 2 were to proceed, the residents of No.'s 82b, 82a, and 82 have vehicle access to their properties via Kinfauns Avenue.</p> <p>4. Option 1 has buses stop directly outside the properties. We have a teenage daughter in one front bedroom and a 5 year old in the other front bedroom; passengers on the top deck</p>
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		<p>of buses can see directly into these rooms. These buses often stop for 5-10 minutes at times, possibly due to keeping to timetable. However, if Option 2 were to proceed, the residents' properties are raised and set back approx. 20 metres from the buses, and therefore passengers would not be able to see directly into these properties.</p> <p>As you can see from the above, we are strongly in favour of Option 2 for the relocation of the bus stop. We would please ask that you take our comments on board.</p>
<p>Resident of 88 Slewins Lane</p>	<p>Option 1 QN008-OF-A65-A/01A</p> <p>Option 2 QN008-OF-A65-A/02A</p>	<p>Reasons against proposal 1!</p> <ul style="list-style-type: none"> • The pathway where the bus stop is at the moment is not wide enough. Which causes the following problems:" - People walking along Slewins Lane have to manoeuvre around those waiting for buses. This is even more of a problem when push-chairs are involved. - When the school buses drop off there is not enough room for the children causing them to overflow onto our property. When two buses are at the stop this becomes more of a problem" • The raised area would only be available to one bus at a time." • The bus stop is currently too close to the one on the opposite side, this causes:" - Congestion when buses stop on either side, which would be compounded if the bus stop length was doubled. This is also made worse by the fact that the bus drivers stop for up to ten minutes sometimes reading their papers supposedly regulating the service. " - The view from Kinfauns Avenue is severely reduced when buses are at the stop. Meaning cars pulling out in the direction of Hornchurch have a heightened risk of impact especially when you take into account the speeding problem down Slewins Lane. There have been accidents due to this. " - We all have home grocery shopping deliveries, which currently park outside our property. If the extended bus stop were there parking would be extremely difficult for the drivers - putting our deliveries at risk as they are unable to park on our road." • On a personal note. "

		<ul style="list-style-type: none"> - Noise and privacy affecting my children are a major concern. " - Double decker buses look directly into our children's bedrooms. Privacy is a real concern. - The noise of the buses is extremely loud, especially when buses stop longer than the few minutes for passengers to get on or off. Buses regulating their service is more of a problem of a night and the noise becomes more apparent at night disturbing my children's sleep. " - No other bus stop from the beginning of Slewins Lane into Romford has 24 hour bus stop markings. When located so close to residential properties. Buses should be forced to regulate their services at non-residential stops, i.e. at the stops located near shops. " - By making the bus stop 24 hours this would force me to pull on to my drive front first instead of reversing on. For fear of a penalty fine, sometimes it can take a number of minutes waiting to reverse onto the drive. <p>This is a safety issue as it is hazardous to reverse off the drive onto the road due to the speeding and congestion problems on Slewins Lane. Which is always compounded by the inconsiderate bus drivers who can see you trying to pull off your drive and instead of letting you out park across the drive.</p> <p>Reasons for proposal 2!</p> <ul style="list-style-type: none"> - Raised area would be available to more than one bus at time. " - Path widened without affecting any residential properties to allow for people passing and the egress of people from the busses. Which would be far better for those in wheelchairs or with children in buggies - Reduced congestion. - Improved visibility for cars exiting Kinfauns Avenue. - Overall far more safer for both pedestrians, people waiting at the bus stop, car drivers and the local resident.
Resident of 90 Slewins Lane	Option 1 QN008-OF-A65-	<p>PROPOSAL 1 Extending the bus stop length to include the 31m bus stop clearway would only add to the</p>

	<p>A/01A</p> <p>Option 2 QN008-OF-A65- A/02A</p>	<p>congestion along this part of Slewins Lane. The bus stop opposite is very close and when buses stop on both sides of the road at the same time, this not only causes severe congestion, but is also dangerous with cars driving around the buses and coming in and out of Brooklands Gardens, thereby increasing the risk of potential accidents.</p> <p>The pathway is too narrow for this scheme, which already causes congestion problems with foot traffic and people exiting the buses. Lengthening the area to include a clearway of 31m will only increase the problem.</p> <p>Two of my neighbours who have driveways have young children and I am concerned that if they had to exit their driveway in an emergency situation and the buses were stopped directly outside, blocking their cars in, the delay in them being able to exit their property could be a real danger for them. My understanding is that when a car is on the drive, it should not be blocked in at any time, or is it OK if it is a bus blocking you in!!! I am amazed that bus stops are allowed to be in-situ close to where there are dropped kerbs in place, allowing the possibility of this happening in the first place. Clearly this is already a concern and with the extension to a 31m clearway, just exacerbates the problem.</p> <p>I also understand that if the area is a bus stop clearway, no vehicles are allowed to load or unload at any time. I regularly have home shopping deliveries as do most people these days and obviously all of us from time to time purchase items which require delivery. What are we expected to do if we have a new sofa delivered for example, are the vehicles expected to park around the corner and then carry the heavy goods along the road and then into my property? This is totally unreasonable, especially when there is a more sensible option (Option 2).</p> <p>There is a privacy issue also with regards to the public looking directly into our properties from the buses, particularly when they are stopped for some 5-10 minutes at times, due perhaps to them running a bit early. Bearing in mind the upper floors are bedrooms, this is also disturbing and uncomfortable when you have people ogling in watching you. Again, with an extended area it would make this much worse.</p>
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OPTION 2

Clearly this is the safest and most reasonable option and I can see no negatives or disadvantages. This part of the pavement accommodates the plans much more easily as the area and depth of the pavement is much larger and the houses sit considerably further back. This option would also reduce the congestion factor, due to the larger area involved and the bus stop would be better staggered with the bus stop opposite, which is currently opposite No. 92. The risk of accidents when buses are stopped at both sides of the road at the same time would also be reduced.

I believe the Traffic Police are also in favour of this change of the bus stop positioning (Option 2) and one would hope that with their knowledge and expertise of safety that their recommendations/opinions would also be taken on board. I suppose there could be the argument that if the bus stop has been in this position for some time then may be it is just as well to leave it in the same position, thus not having to deal with the likely objections to change. However, just because this bus stop has been in-situ for a long time doesn't necessarily mean that it is the best position for it. Things change, traffic increases, dropped kerbs are installed which change the safety aspects and from time to time matters should be improved/changed if it is best to do so.

It is the responsibility of the Highways/Council to ensure that safety is paramount for the residents especially where change can be implemented to ensure this happens. To not make changes with regards to safety is negligent in my view.

Generally, living on a busy road I accept is challenging and not ideal in many respects. However, surely it is within the Highways remit to ensure the safest and most sensible positions for the bus stops and clearways. Thereby ensuring congestion is dealt with as responsibly and practicably as possible. With the priority given to the residents and public safety, it is the residents who have to live with the consequences of the decisions made, not necessarily the people making those decisions.

		<p>I can understand that by moving the bus stop as represented in Option 2 that some residents in that vicinity are likely to object, however, surely common sense and safety should prevail in this instance. We, as Havering residents can only voice our concerns and opinions and trust the Committee will ensure the safest and most sensible option proceeds, which clearly, is Option 2.</p>
<p>Resident of 2 Kinfauns Avenue (received after consultation closed)</p>	<p>Option 1 QN008-OF-A65- A/01A</p> <p>Option 2 QN008-OF-A65- A/02A</p>	<p>ITS CONCERNING THE TURN AROUND OF THE BUS STOP IN SLEWINS LANE I.V TRIED TO GET ON TO HIGHWAYS@HAVERING BUT I NOT GOOD WITH COMPUTERS SO I WONDER.D IF YOU COULD PASS THIS FORWARD TO WHERE IT HAS TO GO I MRS PAMELA SMITH AT NO;2 KINFAUNS AVENUE HAS READ A LETTER GIVEN TO ME BY SUNITA SHOME MY NEIGHBOUR CONCERNING THE MOVE OF BUS STOP NEARER TO OUR PROPERTIES THE BUS STOP AS BEEN THERE FOR YEARS NO ONE HARDLY SITS ON THE BENCH ALL THAT SHELTER SHOULD BE TAKEN AWAY AND JUST HAVE A CONE LIKE COVER OVER THE TOP THEN THERE WILL BE PLENTY OF WALKING AREA TO MOVE THE BUS STOP COULD BE DANEROUSE AS AT THE MOMENT VELCIELS CAN TURN FROM KINFAUNS AVENUE WHEN THE BUS IS AT THE STOP BUT IF THE STOP IS MOVED THE BUS WILL BLOCK THE VEIW FOR THE VELCIELS TURNING OUT OF KINFAUNS AVENUE ALLSO MY BEDROOMS ARE ALL AT THE FRONT OF MY PROPERTY AND I WILL HEAR A LOT MORE NOISE LIKE WHEN THE BUSES BRAKE THEY MAKE A LOUD NOISE COS OF DUST ON THE BRAKES AND WHEN THE BUSES PULL AWAY THEY REV LOUD SO THAT IS NOT SUCH A GOOD IDEA AS I THINK ITS MORE OF A DANGER WITH THE VELCIELS PLEASE RETHINK AND DO SOMTHING WITH THE SHELTER AND BENCH THAT IS THERE RETHINK A SMALLER SHELTER</p>