



HIGHWAYS ADVISORY COMMITTEE

16 September 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
SOUTH END ROAD
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 South End Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park, Hacton** and **South Hornchurch** wards.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on South End Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A42&43A
 - QN008-OF-A45-A
 - QN008-OF-A46-A
 - QN008-OF-A47&48A

2. That in relation to the existing bus stop outside 300 to 314 as shown on Drawing QN008-OF-A44-A, the Committee having considered the representations made either;
 - (a) Recommends to the Cabinet Member for Environment that the bus stop accessibility improvements are implemented; or
 - (b) The proposal is rejected and the Head of Streetcare investigates and consults on an relocating the bus stop.

3. That it be noted that the estimated cost of £30,000 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 South End Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A42&A43-A	Outside 156 to 164	33 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A42&A43-A	Outside 117 to 127	Improved entry and exit tapers into lay-by with a new kerb radius at Ford Lane (all existing vehicle crossovers to remain) 45metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A44-A	Outside 300 to 314	Improved entry and exit tapers into lay-by. 47metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A45-A	Opposite 52 to 56	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A46-A	Outside the Good Intent	33 metre bus stop clearway. 140mm kerb and associated

	Public House	footway works provided at bus boarding area. Bus shelter and flag to be relocated Footway widening
QN008-OF-A47&48-A	Outside 388 to 392	37 metre bus stop clearway.
QN008-OF-A47&48-A	Outside 373 to 391	35 metre bus stop clearway

- 1.13 Approximately 30 letters were hand-delivered to those potentially affected by the scheme on 28th July 2014, with a closing date of 18th August 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 London Buses raised no concerns generally, but requested site meetings to discuss various local layout issues (such as bin locations).
- 2.3 A resident requested that the bus stop outside 300 to 314 (Drawing QN008-OF-A44-A) be relocated or redesigned to accommodate the provision of a vehicle crossing which had been applied for. They also cited a planning application (P1034.14) which had a proposal to relocate the stop.

3.0 Staff Comments

- 3.1 Staff would expect to meet with London Buses to deal with any issues of detail arising from an accessibility scheme.
- 3.2 With regard to the resident requesting the bus stop outside 300 to 314 to be relocated or redesigned, Staff would comment that it is not possible to redesign the stop to accommodate a vehicle crossing and an accessible bus stop with the kerb space available and that a vehicle crossing application would be refused in line with Streetcare's vehicle crossing policy for this reason. The planning application (P1034.14) has not been determined at the

time of writing this report, but no proposal to relocate the stop is included within the planning application.

- 3.3 The stop could be relocated to the south of its current position, although it is possible that residents not currently affected by the stop would object.
- 3.4 The Committee will need to consider the various issues raised and make a recommendation based on balancing all of the relevant factors.

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 £30,000 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 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: QN008, Bus Stop Accessibility 2014/15

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Matthew Moore London Buses	QN008-OF-A46-A Outside the Good Intent Public House and QN008-OF-A42&A43-A Outside 156 to 164 QN008-OF-A42&A43 A Outside 117 to 127	Obviously we will need site meetings for any sites that require a move of infrastructure, like the stop outside The Good Intent. I'd also like to take the opportunity to resite the bins at the Ford Lane stops as they are currently adding to some of the clutter around the boarding and alighting points.
Residents 306 South End Road	QN008-OF-A44-A Outside 300 to 314	<p>As the current owner of 306 South End Road and in response to your letter dated 28th July 2014, we wish to comment on the existing proposals you wish to make to the bus stop directly outside our property.</p> <p>We have applied for a vehicle crossover to enable access to our property and reduce residential parking within the nearby streets. Our concerns are that the proposed access improvements to the existing bus lay-by may obstruct the opportunity for this to take place.</p> <p>We also understand there have been discussions to the possibility of the bus stop being relocated further along the road to the existing lay-by located: 1 Albyns Close, Rainham (Application number P1034.14) where plans for housing have been implemented, to aid the elderly and reduce accidents caused by the current location of the bus stop.</p> <p>Could you please clarify if these proposals are going ahead and dates of</p>

		<p>when this will be commencing?</p> <p>If the relocation is not to be pursued could you please move the bus stop/shelter along slightly between the two properties 306 and 304 so it is only part obstructing our property in order for the vehicle crossover to take place or alternatively remove the bus shelter altogether as this is a target for criminal damage and therefore an additional expense for the London Borough of Havering to maintain.</p> <p>I thank you for your letter notifying us of the proposals you wish to make however please take the time to consider our requirements when commencing with this work.</p>
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