



**HIGHWAYS
ADVISORY
COMMITTEE**

12 July 2011

Subject Heading:

Bus stop improvements in Lodge Lane,
Collier Row – Outcome of the Public
Consultation.

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

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| 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 deals with improving accessibility for passengers at the existing bus stop in Lodge Lane by Frinton Road, Collier Row following concerns expressed by a wheel chair user. The local residents in the immediate vicinity of the bus stop were consulted and their comments are included in this report.

The scheme is within **Mawneys** Ward.

RECOMMENDATIONS

1. That the Committee recommends to the Cabinet Member for Community Empowerment that the following measures are implemented:
 - i) That the existing bus shelter is relocated back from its existing position by 1 metre. The proposals are shown on drawing no. QK008-of-101.
 - ii) That the existing stop is restricted by a clearway. The restriction will commence from the approach side of the existing bus cage (outside no 76 Lodge Lane), extending southwards for a distance of 25 metres as shown on drawing no. QK008-of-101.
2. That it be noted the cost to implement the measures is estimated to be £6,000 which would be met by Transport for London through a special budget called the 'Enabling Works' allocated in 2011/12 for measures to improve accessibility at existing bus stop in Lodge Lane.

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| REPORT DETAIL |
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1. **Background**

- 1.1 A local resident who uses a wheel chair had brought it to the attention of Transport for London about the problems he and other passengers experience when using the existing bus stop in Lodge Lane due to inadequate facilities to gain access to buses.
- 1.2 The bus stop in question is situated in Lodge Lane, outside property no. 70 and it provides services for route 294 travelling between Havering Park and Noak Hill via Romford town centre.
- 1.3 A site meeting was held with the representatives of Transport for London and London Buses (northeast area). It was identified that there is a narrow width between the edge of the kerb and the bus shelter which prevents access of wheel chairs. At present, the bus drivers stop before the bus shelter, an area which is not safe to facilitate boarding for passengers with mobility difficulties.

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- 1.4 To overcome the problem, it was proposed to relocate the bus shelter back from its existing position. This will increase the access width and hence permit wheel chair users to manoeuvre without hindrance.
- 1.5 The proposals also include provision for a clearway at the existing bus stop. Clearways generally consist of a solid yellow marking installed adjacent to the kerb and this has a legal control in prohibiting all vehicles other than buses from stopping in the area during the prescribed times, generally 24 hours a day, throughout the week. The proposals are shown on drawing no. QK008-of-101.

Outcome of the Pubic Consultation

- 1.6 Following the Approval in Principle by the Council's Highways Advisory Committee in April 2011, the next step in the process was to consult the local occupiers in the immediate vicinity of the bus stop. In addition, the Metropolitan Police, Transport for London and London Buses were also consulted.
- 1.7 Twenty letters were hand delivered in the immediate vicinity of the bus stop and the closing date for receiving any comments was 9th June 2011. Six responses were received and these were analysed carefully and are included in a summary table below.

Summary of Consultation responses

| Respondent | Comments | Staff Comments |
|--|---|-----------------------|
| Metropolitan Police - Traffic Management | The Police have no comments or observations to make on the proposals. | |
| Transport for London, Borough Projects & Programme | TfL supports the proposals. TfL is committed to make bus stops in London accessible for wheelchair users and the current proposals will help TfL to meet this aspiration and be of great assistance to bus passengers who have mobility impairment. TfL thanked Havering for taking forward the proposals and for its ongoing commitment to improving public transport. | |

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| London Buses Infrastructure | Have no comments or observations | |
| Council's Road Safety Manager | Has no comments or observations. | |
| Mrs. Styants 70 Lodge Lane | <p>- 'Deeply oppose' the proposals. Passengers stand across their driveway and make it difficult for them to pull out. Moving the shelter back by 1 metre, passengers will stand close to the boundary wall of the front garden.</p> <p>- The respondent would only agree the proposals if the bus stop was moved by 3 feet (approx. 1 metre) northwards to camouflage the shelter by conifers grown along the boundary wall of their front garden.</p> | <p>At present, the waiting area at the bus stop is confined but once the proposals are implemented passengers will wait inside the shelter or stand close to the stop. There is an existing footway of approx. 2 metres wide between the bus shelter and the property boundary of no 70, so the proposals will have minimal impact on the property.</p> <p>The design shows that there is a flexibility in moving it by 600 mm. London Buses have confirmed that consideration will be given to relocate it further but this depends on the site conditions and land constraints.</p> |
| Mr Archer 74 Lodge Lane | <p>- Considers the proposals to improve accessibility for wheelchairs and clearway are good improvements.</p> <p>- Most houses own more than one car including vans which are parked on the opposite side of the existing bus stop. When buses stop at the bus stop it blocks the road. Some restrictions are needed on opposite side of the road.</p> | <p>Comments noted.</p> <p>The respondent was advised that the Council will monitor the situation and give consideration to provide parking restrictions on the opposite side of the stop.</p> |

2.0 Conclusions

The results of the consultation carried out shows that 5 respondents have supported the proposals whereas one resident has objected.

The objection was considered carefully in conjunction with London Buses. The design has indicated that there is flexibility to relocate the bus shelter up to 600 mm whereas London Buses will give further consideration if the shelter could be relocated more than 600mm depending on site conditions and land constraints. It is, therefore, recommended that the proposals are implemented given that some measures will be taken in meeting the suggestion raised by the objector.

The proposals will not displace any on street parking for the residents. It is anticipated that once the proposals are implemented they will improve accessibility for passengers at the existing bus stop. The stop will be in compliant with the Disability Discrimination Act of 1995.

IMPLICATIONS AND RISKS

Financial implications and risks:

The cost to implement the measures is estimated to be £6,000, which would be met by Transport for London through a special budget called the 'Enabling Works' allocated in 2011/12 for measures to improve accessibility at existing bus stop in Lodge Lane.

Legal implications and risks:

There are no legal implications associated with carrying out the works on the verge as the Council has the statutory powers to carry out works on verges that are within the highway boundaries.

Bus Stop Clearways do not require traffic management orders, but current guidance suggests that local consultations should take place with the local residents.

Human Resources implications and risks:

None.

Equalities Implications and Risks:

The provision of fully accessible bus stops assists with making public transport more inclusive to all sectors of the community particularly those with mobility disabilities, the elderly and those with young children to board or alight from buses more safely and ensure that the stop is compliant with the Disability Discrimination Act of 1995.

Bus Stop Clearways (used as part of making bus stops accessible) can displace on-street parking, but equally buses need adequate clear space to enable them dock close to the kerb side to make them fully accessible.

BACKGROUND PAPERS

Project scheme file: QK008 – HAC report on Bus stop improvements in Lodge Lane, Collier Row.