



HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
WENNINGTON 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 Wennington Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Rainham & Wennington** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Wennington Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A69&A70-A
 - QN008-OF-A71-A
 - QN008-OF-A72-A
 - QN008-OF-A73-A
 - QN008-OF-A74&75-A
 - QN008-OF-A76&77-A
 - QN008-OF-A78-A
 - QN008-OF-A79-A
 - QN008-OF-A80&81-A
 - AN008-OF-A82&83-A

2. That it be noted that the estimated cost of £55,000 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 Cherry Tree Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A69&70-A	Opposite the Post Office	35metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A69&70-A	Outside the Post Office	37 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A71-A	Property boundary of 88 & 90	21 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A72-A	Outside No 142	37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. <i>Note: Space would be left should number 142 requests a formal vehicle crossing in the future.</i>
QN008-OF-A73-A	Outside No 203	Bus shelter to be relocated to the green area. 35 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area. Section of footway parking to be removed. Pedestrian refuge island and associated tactile paving to be renewed. <i>Note: Space would be left should</i>

		<i>number 203 requests a formal vehicle crossing in the future.</i>
QN008-OF-A74&75-A	Opposite No. 296	<p>Bus stop to be relocated 22m south east to opposite No 302.</p> <p>23 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>New uncontrolled crossing points across Eastwood Drive and Wennington Road.</p> <p>Access into South Hall Cottages to be formalised.</p>
QN008-OF-A74&75-A	Outside No 306	<p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A76&77-A	West of East Hall Lane	<p>Bus stop to be relocated 33m south east (away from giveway markings).</p> <p>25 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p> <p>New uncontrolled crossing point.</p>
QN008-OF-A76&77-A	West of East Hall Lane	<p>New hard standing area with 140mm kerb and associated footway works provided at bus boarding area.</p> <p>25 metre bus stop clearway.</p>
QN008-OF-A78-A	From Outside No 3 Kent View to near Halldare Cottage	<p>Bus stop to be relocated 174m west.</p> <p>31 metre bus stop clearway.</p> <p>140mm kerb and associated footway works provided at bus boarding area.</p>
QN008-OF-A79-A	Opposite No 7 Kent view	<p>New hard standing area with 140mm kerb and associated footway works provided at bus boarding area.</p> <p>31 metre bus stop clearway.</p>

		New uncontrolled crossing point.
QN008-OF-A80&81-A	The Green	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A80&81-A	Opposite The Green	New hard standing area with 140mm kerb and associated footway works provided at bus boarding area. 29 metre bus stop clearway. New uncontrolled crossing point.
QN008-OF-A82&83-A	Wennington Hall Farm	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A82&83-A	Wennington Marsh Farm	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 45 letters were hand-delivered to those potentially affected by the scheme on 16th September 2014, with a closing date of 6th October 2014 for comments.

1.14 In addition, ward councillors, HAC members, the Wennington Village Association 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, 7 responses were received as set out in Appendix I to this report.

2.2 London Buses noted that the proposals would improve accessibility although two sites would require passengers walking further to the stops.

2.3 A resident requested a litter bin be provided at the stop outside 88/90 Wennington Road (Drawing QN008-OF-A71-A).

- 2.4 A resident objected to the proposals outside 203A Wennington Road (Drawing QN008-OFA73-A) because of loss of parking & the small number of people using the stop.
- 2.5 Two residents objected to the proposals to relocate the stop from outside 3 Kent View to near Halldare Cottage (Drawing QN008-OF-A78-A) (one resident wrote twice). There were concerns about proximity to a bend in the road, near misses, a longer walk for people currently residing close to the current stop, loss of privacy and impacts on a field gate. Both residents also raised concerns with the extent of adopted highway opposite 7 Kent View (Drawing QN008-OF-A79-A) and opposite The Green (Drawing QN008-OF-A81-A).
- 2.6 The Wennington Village Association provided comments in response to some of the proposals. Although no objections were made, some issues as under 2.4 and 2.5 were raised, as well as various requests for shelters and bins, with some concerns about hedgerows. The full comments and Staff responses are detailed in Appendix I.

3.0 Staff Comments

- 3.1 Where litter bins have been requested, Staff confirm that the project could fund their provision, but this will need to be agreed with the operational unit of Streetcare dealing with such as additional bins would potentially require additional waste collection resources.
- 3.2 With regard to the comments relating to the site at 203 Wennington Road (Drawing QN008-OFA73-A), Staff would comment that 12 metres of footway parking will be lost (2 cars), but this is required in order to make the stop accessible. The resident objecting would still be able to park outside their house as the clearway does not extend in front of it.
- 3.3 With regard to the relocation of the stop from outside 3 Kent View to near Halldare Cottage (Drawing QN008-OF-A78-A), Staff would agree that passengers would have to walk further to access the stop, but the current position is heavily parked. Staff are content that the proposed location is reasonable. The Committee will need to consider the various issues raised and make a recommendation based on balance.
- 3.4 With the issues raised about land ownership, Staff confirm that the areas are adopted highway and that ownership of the subsoil is exclusive of highway status. Staff would meet with the Wennington Village Association in the event the works proceed to ensure that impacts on hedgerows are kept to the minimum, notwithstanding the need for physical works to make stops accessible.
- 3.5 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 £55,000 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 (were required)
Matthew Moore TfL London Buses		<p>These plans will go a long way to improving accessibility on Wennington Road.</p> <p>Although, the re-sites of stops 7361 and LE177 bring them further away from houses meaning passengers have further to walk to and from the stops.</p>
Resident 90 Wennington Road	QN008-OF-A71-A 88/90 Wennington Road	I am the resident of 90 Wennington Road, Rainham, RM13 9UB. I would like you to put a litter bin for the bus stop QN008-OF-A71-A.
Resident 203A Wennington Road	QN008-OF-A73-A 203A Wennington Road	<p>I would like to object to the proposed changes to the bus stop near to my property. The small area of car parking that would be removed is used by my family and visiting friends and my neighbours.</p> <p>Removing this small stretch of parking will just create another parking problem in the other nearby street, there is no need for the bus stop clearway to be installed as i have watched and monitored the bus stop and there seems to be a small amount of people using it. my property will now have to endure having the buses swooping across the front of my property to get in the the so called clearway which i strongly object to, if the parking spaces are removed i will have to park my car outside my property and this will make it very difficult for a bus to get into the clearway anyway which renders the whole thing useless . I hope this scheme does not go ahead.</p>
Resident Halldare Cottage Wennington Road	QN008-OF-A78-A From Outside No 3 Kent View to near Halldare Cottage	<p>With reference to letter received yesterday regarding Bus Stop Accessibility Programme 2014/15 for Wennington Road.</p> <p>Can you please clarify. In the listings of positioning of bus stops in Wennington Village it quotes – Outside 3 Kent View, Opposite 7 Kent View, The Green,</p>

		<p>Opposite The Green, Wennington Hall Farm & Wennington Marsh Farm.</p> <p>When looking at the map it looks like the proposed position is alongside our property i.e. Halldare Cottage (see attached marked map). If this is the proposed position may a bring to your attention the danger of the sharp bend which for many years has caused problem with near misses, also the fact that there are many more people living in Kent View, Marine Cottage & Laundry Cottages and bringing the bus stop away from Kent View will mean a extra long walk for the elderly. Also at this point there is a gateway into the field which the bus stop would cause problems for. Another problem would be the buses stopping here is our privacy being invaded as this is our main garden and not a frontage as with other properties</p>
<p>Resident Halldare Cottage Wennington Road</p>	<p>QN008-OF-A78-A From Outside No 3 Kent View to near Halldare Cottage</p> <p>QN008-OF-A79-A Opposite No.7 Kent View</p> <p>QN008-OF-A81-A Opposite The Green</p>	<p>We refer to your recent communication in regards to the proposed access improvements and would like to make the following observations;</p> <ul style="list-style-type: none"> • Buses are supposed to provide a service for local people. Item QN008-OF-A78A states the intention of moving the bus stop from outside No.3 Kent View and placing it alongside the boundary of Halldare Cottage. By doing this it will mean that everyone from Kent View, Marine & Laundry Cottages will have to walk in excess of the mentioned 174m pass exposed open farm land on a small single pavement. Obviously they are not taking into account the elderly, infirm, disabled and people with young children where it is positioned at the moment, outside No.3 Kent View is the 'Heart' of the village and thus the ideal position. • The proposed new position is just a few metres from a dangerous bend which over the years has had numerous accidents and near misses. This is only a small pavement outside Laundry Cottages and front doors open immediately onto this pavement, large lorries have been known to mount this pavement thus making it extremely dangerous for the above mentioned

		<p>pedestrians to negotiate this pavement especially in the dark.</p> <ul style="list-style-type: none"> • There is a gateway into a field just a few metres from the proposed new position so it would cause a viewing problem for farm vehicles entering and exiting the field. • By positioning the bus stop alongside our property it will cause an invasion into our privacy as this our garden and property frontage as we have been previously informed the bus company all buses will now be double decker on this route. • Whilst we can understand the problem with buses stopping outside No.3 Kent View, with vehicles parking in the road, this bus stop is central to Kent View, Marine Cottage & Laundry Cottage and as such providing the service to the people in need of using this facility. • Another point which needs looking into is the hard standings proposed opposite Kent View and The Green, has it been looked into with regards to ownership of the land it is being proposed to be placed on as London Borough of Havering do not own all of the verges through Wennington Village.
<p>Resident 28 The Green Wennington Road</p>	<p>QN008-OF-A78-A From Outside No 3 Kent View to near Halldare Cottage</p> <p>QN008-OF-A79-A Opposite No.7 Kent View</p>	<p>We refer to your recent communication in regards to the proposed access improvements and would like to make the following observations;</p> <ul style="list-style-type: none"> • Buses are supposed to provide a service for local people . Item QN008-OF-A78A states the intention of moving the bus stop from outside No.3 Kent View and placing it alongside the boundary of Halldare Cottage. By doing this it will mean that everyone from Kent View, Marine & Laundry Cottages will have to walk in excess of the mentioned 174m pass exposed open farm

	<p>QN008-OF-A81-A Opposite The Green</p>	<p>land on a small single pavement.</p> <ul style="list-style-type: none">• The proposed new position is just a few metres from a dangerous bend which over the years has had numerous accidents and near misses. This is only a small pavement outside Laundry Cottages and front doors open immediately onto this pavement, large lorries have been known to mount this pavement thus making it extremely dangerous for the above mentioned pedestrians to negotiate this pavement especially in the dark.• There is a gateway into a field just a few metres from the proposed new position so it would cause a viewing problem for farm vehicles entering and exiting the field.• Whilst we can understand the problem with buses stopping outside No.3 Kent View, with vehicles parking in the road, this bus stop is central to Kent View, Marine Cottage & Laundry Cottage and as such providing the service to the people in need of using this facility. Could a suggestion be made that the 'Bus Stop' marking be made in the road thus giving access to the bus stop. This will not stop the people living at No.3 accessing the property via crossover only in the very short times that it takes people to get off the bus. By doing this it will perhaps make the people of Kent View use their garages to the rear of their properties and not park in Wennington Road so helping to alleviate the parking problems.• Another point which needs looking into is the hard standings proposed opposite Kent View and The Green, has it been looked into with regards to ownership of the land it is being proposed to be placed on as London Borough of Havering do not own all of the verges through Wennington Village.
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		<ul style="list-style-type: none">• The proposed repositioning of bus stop, Reference QN008-OF-A76-A, by moving nearer to the junction of East Hall Lane this will cause problems because large lorries need room to manoeuvre whilst entering and exiting East Hall Lane servicing the factory's. Also the entrance into field providing access for Network Rail and farm vehicles will be impeded and restricted.
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Comments from the Wennington Village Association

<u>Drawing Number</u>	<u>Location</u>	<u>Comments</u>	<u>Staff Comments</u>
A68	Rainham Hall Garden	Bus Shelter- Is there sufficient room?	There is not sufficient space and a shelter is not being proposed.
A69			
A70	Post Office		
A71	Ellis Avenue		
A72			
A73	Brookway	Is there sufficient room for traffic to overtake the buses at the bus stop before the island?	The bus stopping position remains as now and there is enough overtaking space.
A74	Eastwood Drive		
A75	Southall Cottage	Is there sufficient road space before the Southall Bridge?	Yes. The stop is over 100 metres from the bridge.
A76	East Hall Lane		
A77	New Cottages		
A78	Halldare Cottages	Will the privacy of the owners be preserved? It seems a bit far from Kent View, but I understand the need for car parking. Will there be a board at the back to restrict the hedgerow from protruding too far?	The stop is proposed for relocation because the current location is heavily parked and buses cannot get into the kerbside. The Committee will need to decide the balance.

A79	Kent View	How much of the verge will be taken? 140cm kerb? Trees, hedging and bulbs have been planted here. Oak tree now 3 metres tall, grown from acorn by young girl and was planted in the hedgerow 2 metres eastwards of the lamp post and 1 metre in, will this be preserved? Can the hedgerow be moved as a great deal of effort has gone into the planting?	A 2 metre-wide strip approximately 20 metres long is required to provide an accessible area (with 140mm kerb) and a short footway ending in a dropped kerb to assist people crossing back to the residential side of the street. The oak tree would not be affected and addition hedging plants can be provided. Staff will liaise with WVA if approved.
A80	The Green	Waste bins are required.	This will be investigated.
A81	The Green - farmside	How far into the hedgerow will this be? Land is owned by Berwick Farms and not by LBH. Can a shelter be provided and the hedgerow cut back so that the drivers can see the bus stop.	A 1.5 metre-wide strip approximately 20 metres long is required to provide an accessible area (with 140mm kerb) and a short footway ending in a dropped kerb to assist people crossing back to the residential side of the street. The area is recorded as public highway. There is not enough width to provide a shelter. Staff will liaise with WVA if approved.
A82	Wennington Hall	Pinch points not marked Waste bins required	Pinch points about 40 metres east of bus stop. A bin will be investigated.
A83	Wennington Marsh	Waste bins required. Is a shelter possible?	A bin will be investigated. A shelter might be possible and so a request will be put to TfL if scheme agreed.