



HIGHWAYS ADVISORY COMMITTEE

11 November 2014

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
CHERRY TREE 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 Cherry Tree Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **South Hornchurch** 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 Cherry Tree Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A97&98A
 - QN008-OF-A99-A
 - QN008-OF-A100-A
 - QN008-OF-A101-A
 - QN008-OF-A102-A
 - QN008-OF-A103-A

2. That it be noted that the estimated cost of £25,000 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-A97&98-A	Outside No 3 (northbound)	Bus stop flag to be relocated 2.70m north along with bus shelter. 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A97&98-A	Outside No 4 (southbound)	29 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A99-A	Outside the green	27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A100-A	Outside No 104 & 106	31metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A101-A	Outside No 113	Bus stop to be relocated 41 metres south 25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A102-A	Outside No 262	Bus stop to be relocated 58.5 metres south west to outside 214-252 (flats) 27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A103-A	Outside No 205	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area

- 1.13 Approximately 55 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 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, 6 responses were received as set out in Appendix I to this report.
- 2.2 London Buses were content with the proposals. Cllr Thompson and Havering Cyclists (London Cycling Campaign) had no comments.
- 2.3 One resident raised concerns about various anti-social behaviour, noise and litter problems with the existing stop outside 104-110 Cherry Tree Lane (Drawing QN008-OF-A100-A). The resident requested free extensions to their vehicle crossing, relocation of a bin and addition of a cigarette bin.
- 2.4 Two residents objected to the bus stop being relocated from outside 262 Cherry Tree Lane to outside 218-252 (Drawing QN008-OF-A102-A). One was concerned that the proposed location had a narrower footway, was near a bend in the road and would adversely affect a neighbour opposite the proposed site. The second resident was concerned that the proposed stop opposite their premises would impact on the ability of people parking to pick up their partner and would make it more difficult to back off their drive.

3.0 Staff Comments

- 3.1 With regard to the stop outside 104-110 (Drawing QN008-OF-A100-A), it would be possible for the vehicle crossing to be extended south, but not to the north (because of the need for the accessible area). An extension would be available to the resident at a standard discount rate. To bin is closely associated with the stop so that it is most easily used by passengers. There are no provisions for additional cigarette bins.
- 3.2 In response to comments made in relation to the stop which has been proposed for relocation to outside 218-252 (Drawing QN008-101A), Staff are generally reluctant to propose the relocation of a bus stop because of the impact on frontagers not currently affected and likely objections arising, but where accessibility is considered better at an alternative location, such an alternative will be explored. The current location cannot be made accessible. Staff are content with the footway width and positioning. Where vehicles are parked opposite a bus stop, there may be location congestion as the bus

loads/ unloads, but it is a transient issue; plus there is footway parking opposite the proposed site.

- 3.3 The Committee will need to consider the various issues raised and make a recommendation based on balance.
- 3.4 Staff recommend that the proposals be implemented.

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 £25,000 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 Infrastructure	General	I am happy with these plans.
Ray Whitehouse Havering Cyclists London Cycling Campaign	General	No comments from me on this one.
Cllr Thompson	General	No comments to make on this scheme.
Resident 104 Cherry Tree Lane	QN008-OF-A100-A	<p>I refer to your letter of 16th September and its contents in which you explain the need for bus stop improvements with regard to the needs of bus passengers.</p> <p>May I begin by explaining to you what we endure on a daily basis as occupier with a bus stop at the front of our property. Bus passengers continually throw potentially disease ridden Cigarette butts into our front garden- which LBH refuse to clean up. Bus passengers continually throw rubbish onto our front garden – sometimes LBH have not emptied the rubbish on time.</p> <p>School children deliberately kicking the rubbish bin to make as much noise as possible. Noisy and sometimes rowdy passengers at up to 1.30am in the morning. General engine noise from buses both stopping and pulling away from the bus stop, as well as that infuriating doors opening/ shutting announcement.</p> <p>Bus passengers continually leaning on my front fence post – if it were to break would TFL or LBH repair it free of charge?</p>

		<p>Having said all this and to get straight to the point in question I can understand the need for a bus clear way – as there is nothing worse than a bus being obstructed by a vehicle in its path. However I do not want to lose a valuable parking space at the front of my property. Currently we have two cars at this property – both having easy access on and off our front-because our crossover was cited specifically in the middle of our frontage. Currently visitors park on my crossover/ road – when the new 24hr parking curfew comes into force this parking right will be lost – and it will become very difficult although not impossible to park three cars on our front drive.</p> <p>As a compromise/ compensation I request that TRANSPORT FOR LONDON/ LONDON BOROUGH OF HAVERING extend the width of my crossover (at their expense) by approximately one foot either side-this will continue to give us three spaces that we may need – may I also add that my son is soon to purchase a car and we need the extra space not one less.</p> <p>Finally I request that you relocate the waste bin to the opposite side of my frontage – a few inches in from our boundary (as not to offend), this will be of benefit to all as it will stop the noise from children kicking it, stop car drivers driving on my crossover and along the footpath to gain access to the parking bay at the front of house number 100, and it will also give bus passengers getting on the bus more room to board it- the bin restricts entry.</p> <p>I also request that a metal cigarette butt waste container bin be fixed onto the bus stop (lamp post) itself- this will at last give bus passengers somewhere (other than my garden) to place their butts in.</p>
<p>Resident 167 Cherry Tree Lane</p>	<p>QN008-OF-A102-A</p>	<p>I live at 167 cherry tree lane Rainham and my neighbour at 171 informed me about the proposed above changes to the bus stop and I must say that I find this quite astonishing.</p>

		<p>The pavement is narrower than the present site of the bus stop concerned, therefore it will need widening to accommodate the new bus stop, which in turn would mean a narrowing of an already narrow part of cherry tree lane. Another problem I can foresee are the residents of 173, which according to your map are directly opposite, where one of them is disabled and it will be quite difficult for them to be able to get off their drive and together with the fact that the new stop will be even nearer to a bend, I find these proposals wholly unacceptable.</p>
<p>Resident 173 Cherry Tree Lane</p>	<p>QN008-OF-A102-A</p>	<p>We as residents of no.173 must object to the relocation of the bus stop outside 262 to opposite us at 214-252 flats. The reason for our objection is that my partner relies on drivers and family members for transport and they need to park directly outside the bungalow.</p> <p>We already have trouble backing out of front garden on to a very busy Cherry Tree Lane and can only foresee future problems with continual buses stopping opposite</p> <p>Staff comment: Further details can be supplied to members.</p>