



HIGHWAYS ADVISORY COMMITTEE

13 January 2015

REPORT

Subject Heading:

BUS STOP ACCESSIBILITY
Rosewood Avenue
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 Rosewood Avenue and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** 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 Rosewood Avenue set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A121&122A
 - QN008-OF-A123&124A
2. That it be noted that the estimated cost of £8,000 for implementation (all sites) 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 Rosewood Avenue as set out in the following table;

Drawing	Location	Description of proposals
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Reference		
QN008-OF-A121&122A	20 to 26 (north-eastbound)	29 metre bus stop clearway
QN008-OF-A121&122A	Elm Park Baptist Church (south-westbound)	33 metre bus stop clearway
QN008-OF-A123&124A	90 to 96 (north-eastbound)	33 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A123&124A	95 to 111 (south-westbound)	Bus stop to be relocated 26.70m south west. (outside the flats) 33 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

- 1.13 Approximately 36 letters were hand-delivered to those potentially affected by the scheme on 24th November 2014, with a closing date of 15th December 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.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 5 responses were received as set out in Appendix I to this report.
- 2.2 London Buses were content with the proposals and the Metropolitan Police raised no issues.
- 2.3 In response to the proposals for accessibility improvements at the existing northeast-bound stop outside 90 to 96 (Drawing QN008-OF-A123&A124A), one resident objected as follows;
- Impact on on-street parking,
 - Resident did not want to lose front garden to provide more parking,
 - Number of buses should be reduced because of noise and pollution,
 - Buses create traffic congestion.

2.4 In response to the proposal to relocate the southwest-bound stop from outside 91/93 to outside 93/111 (Drawing QN008-OF-A123&A124A), two objections from residents were received. One resident objected as the stop would be outside their bedroom window. The other resident cited a number of reasons for objection including;

- Blocking of vehicle access by buses,
- Displacement of residents' on-street parking,
- Impact on disabled neighbours' on-street parking,
- Impact on adjacent side road,
- Creation of localised traffic congestion,

3.0 Staff Comments

- 3.1 With the proposals for the existing northeast-bound stop outside 90 to 96 (Drawing QN008-OF-A123&A124A), on-street parking may be displaced, but it is necessary to ensure that buses are able to get tight into the kerbside. This is a vital requirement to make the stop accessible. The number of buses on the route is an operational issue for Transport for London. The issue of pollution and congestion associated with buses is often raised, but as a general principle, buses are able to move large numbers of people efficiently. The efficiency of bus engines in London is beyond the scope of this report.
- 3.2 The proposed relocation of the southwest-bound stop from outside 91/93 to outside 93/111 (Drawing QN008-OF-A121&A122A) provides more space for the stopping area than is currently the case and provides an opportunity to provide a bus shelter. Staff are content with the safety of the arrangement.
- 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 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 £8,000 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 all proposals 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 (Infrastructure)	All sites	Proposals fine.
Martin Young Met. Police Roads & Transport Policing Command	All sites	No issues with proposals.
Resident 98 Rose Wood Avenue	Drawing QN008-OF- A123&A124A (north-eastbound)	<p>I would like to inform you that I object to the proposed changes to the highway, restricted parking / bus lane outside my home 98 Rosewood Avenue RM12 5LD. I have not long purchased this house. One of my decisions to purchase this house was the fact that I would be able to use the ramp parking parallel to the ramp in the road, convenient for many purposes. (The ramp is not large enough to completely park a car on and overhangs the pavement). Fundimentally, i never envisaged having to create additional off street parking, using my front garden to do this. I would dislike doing this as I beleive that there needs to be a balance between hard scape and soft green scape within urban environments and paving more of my green front garden would contribute to the extinction of the 'small green urban front garden'. An example of urban de-greening and this imbalances can be seen in almost every other street in the London Borough Newham.</p> <p>Another concern is the fact that, at present, two cars can be parked within the space of my ramp and no. 100. Adding a parking restricted zone acrost the ramp outside 98 rosewood ave would eliminate a free space, resulting in that car hvaing to park elsewhere.... something I do not want to have to do to my new neighbours. Please reconsider your plans for no 98 as they really do have inconvenient and</p>

		<p>adverse consequences.</p> <p>P.s. Look at reducing double decker busses on this route..... They are operating with less than 20% passengers, have much higher emissions, vibration and noise pollution. They damage verge trees and slow the flow of traffic significantly. I presume also it cost more to operate a double decker bus and is more damaging to the road surfaces. In all... Here are a few objective observations.</p>
Resident 113 Rosewood Avenue	Drawing QN008-OF- A123&A124A (south-westbound)	Objects as bus stop will be outside bedroom window.
Resident 111 Rosewood Avenue	Drawing QN008-OF- A123&A124A (south-westbound)	<p>I received your recent letter regarding your proposals to modify bus-stops in Rosewood Avenue but I am writing with particular reference to the bus stop outside the block of flats where I live – at 119 Rosewood Avenue. By the way - for your information - the flats number 95 to 121 NOT 191.</p> <p>At present the bus stop is outside the houses numbered 91 and 93. However you seem to propose moving it 26.7 metres further south - outside our block of flats. This would actually block the drive-way to the car parking area of our flats - thus proving totally inconvenient if anyone wants to enter/exit the car park when a bus is dropping off / picking up passengers.</p> <p>Quite often more than one bus comes along at the same time so that will completely block our car park entrance. Moreover there is a lamp post at that section of the pathway. Do you intend moving that?!!!!</p> <p>Apart from the above points, there are 3 vehicles belonging to residents of the flats, that are unable to park in the car park and they park on the road at the area you propose to make into a bus stop - because of inadequate space in the car park.</p> <p>Therefore if the bus stop is moved, where are they supposed to park? Two of the</p>

		<p>drivers of the cars are disabled and thus cannot walk too far.</p> <p>Another point, if you move the bus stop further along outside these flats - it will be that much closer to the road opposite, which is almost on the bend and already has problems with traffic exiting that side road. If a bus is stopped there it will become quite dangerous.</p> <p>The residents of the house opposite have at least two vehicles parked outside their home, thus making Rosewood Avenue almost a single lane for traffic. If a bus is parked opposite these cars there will be traffic blockage.</p> <p>Another potential problem is that when residents driving from Wood Lane are trying to enter our car park, it can at present be difficult with on-coming traffic. Think how difficult it will be when a bus is parked across the entrance - making other drivers behind that person have to wait until the resident can get into the car park.</p> <p>My neighbour who lives at no. 113 has phoned your offices and spoken to Mr Padam and made it clear that he is worried if the bus stop is moved to the proposed location, it is directly by the entrance pathway to our flats. His flat and the lady next to him at 111 do not have security doors like the other flats. He is worried that any revellers getting off the buses at night will have much easier access to their flats. (We used to have people using our grounds as toilets at night when they got "caught short" from too much drinking.)</p> <p>I personally think it might be better if the present bus stop is modified by reconstructing the pavement or whatever BUT PLEASE DON'T MOVE IT. If somebody wants to come along and have an inspection I think they will see what I am saying is correct.</p>
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