



HIGHWAYS ADVISORY COMMITTEE

13 January 2015

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
Brentwood 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 Brentwood Road and seeks a recommendation that the proposals be implemented, with one site presenting options.

The scheme is within **Emerson Park, Hylands, Romford Town and Squirrels Heath** 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 Brentwood Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A84&A85A
 - QN008-OF-A86A
 - QN008-OF-A87A
 - QN008-OF-A88A
 - QN008-OF-A89A
 - QN008-OF-A90&91A
 - QN008-OF-A92&93A
 - QN008-OF-A94&95A (northbound stop)

2. That in relation to the proposal shown on Drawing QN008-OF-A94&95A (southbound stop), 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 alternative bus stop location.

3. That it be noted that the estimated cost of £45,000 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 Brentwood Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A84/85A	By the side of 279 South Street (Old Oak Public House)	Bus stop flag to be relocated 9.70m south west. 27metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A84/85A	Outside Tolbut Court	31 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A86A	Outside 74 to 76	27 metre bus stop clearway. Bus shelter to be relocated to rear of footway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A87A	Outside 111	Bus stop flag to be relocated 9.70m south west (outside 121) 37metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-	Outside 164	27metre bus stop clearway.

A88A		140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A89A	Outside petrol filling station	27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A90/A91A	Outside The Frances Bardsley Academy	Zebra Crossing to be relocated to outside property number 237 Westbound Bus Stop to be relocated to depart side of crossing with 25meter length 24 hour clearway and 140mm kerb, associated footway works provided at bus boarding area Eastbound Bus Stop to be relocated outside property number 247 with 25meter length 24 hour clearway and 140mm kerb, associated footway works provided at bus boarding area
QN008-OF-A92/A93A	Outside 268 to 270	Bus shelter to be relocated and turn around 27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A92/A93A	Outside 287 to 289	27 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A94/A95A	Outside 329 to 321	Bus stop to be relocated to the property boundary of 335 & 337 27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QN008-OF-A94/A95A	Outside 318	Bus stop to be relocated to outside 328

		27 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
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1.13 Approximately 103 letters were hand-delivered to those potentially affected by the scheme on 10th November 2014, with a closing date of 1st December 2014 for comments. A notice was also published and displayed on site for one proposal which includes the relocation of the zebra crossing outside Francis Bardsley Academy.

1.14 In addition, ward councillors, HAC members, Francis Bardsley Academy 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, 12 responses were received as set out in Appendix I to this report.

2.2 London Buses confirmed that with regard to the proposals shown on Drawing QN008-OF-A86A (76 to 82 Brentwood Road) they require the shelter to remain in its current position to retain advertising panels and for QN008-OF-A90/91A (Francis Bardsley Academy), they requested the trees to be cut back.

2.3 The proposals shown on Drawing QN008-OF-A87A (113 to 123 Brentwood Road) attracted three objections from residents who were concerned about the following matters;

- Carriageway width at the proposed bus stop location in terms of ability of drivers to overtake buses;
- Potential for localised traffic congestion;
- Noise/ disturbance from buses and passengers;
- Proximity to bend in the road;
- Impact on deliveries and on-street parking;
- Narrowness of footway;
- Potential anti-social behaviour;
- Ability of larger vehicle to pass; passengers crossing the road in an unsafe position;
- Impact on maintenance of BT equipment;
- Hazards to driveway access.

2.4 The proposals shown on Drawing QN008-OF-A90/A91A (Francis Bardsley Academy) received two objections from resident and support from Francis Bardsley Academy, although with some concerns about the eastbound bus stop.

2.5 The residents were concerned about the following matters;

- That the zebra crossing should remain where it is to serve users of the nursing home, dance school and Osborne Road park;
- That in their own survey, most bus passengers used the crossing to access Osborne Road and moving the crossing would be dangerous for them;
- The stationary buses would be parked too close to the junction with Osborne Road in contravention of the Highway Code;
- Vehicles overtaking buses (eastbound) would be dangerous;
- The eastbound stop will be too close to the railway bridge/ Osborne Road, especially as buses take some time to load pupils;
- Drivers mounting the footway to pass people waiting to turn right into Osborne Road will be dangerous for those waiting at the stop;
- Footway to narrow at eastbound stop;
- Laybys should be provided;
- The eastbound stop should be moved west;
- Osborne Road should be no right turn in and out.

2.6 Francis Bardsley Academy supports the proposals in principle and that the relocation of the zebra crossing and the westbound stop is positive. The Academy is concerned about the eastbound stop in terms of;

- Available footway width; neighbour concerns about pupils waiting in gardens;
- Impact on buses turning out from Osborne Road;
- Fences preventing pupils stepping back in gardens the event of overcrowding.

2.7 Three residents objected (including 2 from one address) to the proposals shown on Drawing QN008-OF-A92/A93A (283 to 289 Brentwood Road). They were concerned about the following matters;

- Impact on on-street parking/ loading (including impact on visits from relatives);
- Impact on deliveries, tradespeople and removals
- Concern about kerb being widened.
- Impact on property values;
- That there are too many bus stops on Brentwood Road;
- Brentwood Road should be made “hail and ride”;
- Scheme is traffic calming by stealth;
- Suggestion that the consultation letter was misleading;
- Concerns about drawing approval process;
- Suggestions that National design guidance had been ignored;
- Concerns about new build developments in local area;
- Various other road safety issues unrelated to the immediate scheme were also raised.

- 2.8 Two residents responded the proposals shown on Drawing QN008-OF-A94/A95A (southbound stop). One resident supported the relocation of the bus stop because they considered the current location to be hazardous and that school children stand on their driveway. The resident did not understand why the bus stop was needed, given the proximity to The Drill bus stop. If the stop does not get moved, then the resident requested its complete removal.
- 2.9 The other resident objects to the relocation as it would severely disrupt their plans for a driveway and that an alternative location should be considered.

3.0 Staff Comments

- 3.1 With regard to the matters raised by London Buses, Staff confirm that they can be accommodated.
- 3.2 With regard to the proposed relocation of the bus stop shown on Drawing QN008-OF-A87A (113 to 123 Brentwood Road), Staff would comment that the existing position outside 111 cannot be made accessible, even for single door operation because it is between the vehicle accesses of 109 and 111 and so an alternative location is required, if the stop is to be made fully accessible.
- 3.3 The footway is at least 1.8m in width. This is considered reasonable and no different to many stops around the borough. The road is on a slight curve, but forward visibility is considered adequate and it is the responsibility of a driver wishing to overtake to do so safely and when appropriate. Localised congestion may occur at busy times as is the case elsewhere in the borough, although accessible bus stops will allow boarding and alighting to take place efficiently.
- 3.4 Delivery access is often cited as a concern and while loading would be prevented within the Clearway, it is reasonable to expect those making deliveries to stop outside the restricted area and to carry goods or use a trolley. This is no different to a delivery being made where there is a pedestrian crossing or other impediment to loading such as within a signalised junction.
- 3.5 Anti-social behaviour is often raised as a concern and although it is not doubted that this is significant for those affected, bus stops need to be placed somewhere and in an urban area, it is reasonable to expect them to be placed near residential premises.
- 3.6 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.
- 3.7 With regard to the proposals outside Francis Bardsley Academy, Staff have been aware of concerns about pupils crossing the road immediately outside

the school gate to catch eastbound buses, rather than walking east to the zebra crossing and then back on themselves to catch buses. Additionally, the eastbound bus stop is on the approach side to the crossing which is not considered to be best practice as stationary buses lead to following drivers overtaking on the crossing approach. The proposals seek to place the crossing on the pupil desire line by essentially swapping the zebra crossing position with the bus stop.

- 3.8 The footway at the proposed eastbound stop location is the same width as for the current position and the accessible footway area is at least 1.5 metres longer.
- 3.9 The area in front of the school is not of sufficient length and width for a layby for the westbound stop, notwithstanding the costs involved for construction and utility diversions. Moving the eastbound stop to the wider footway area to the west (between Manor Road and Marwell Close) would mean that the gap to the preceding stop would be shorter (around 170 metres) and following stop (around 460 metres) whereas the current and proposed positions are reasonably equidistant. Pupils would no longer have the benefit of the zebra crossing.
- 3.10 Banning right turns into and out of Osborne Road is feasible, but beyond the scope of this scheme and the issues raised exist now. A banned right turn would need to exclude buses (as Osborne Road is a bus route) and so there would be no opportunity to physically prevent right turns and so would likely require continued enforcement. Banned movements might also lead to displacement of traffic to other streets.
- 3.11 With regard to the proposals shown on Drawing QN008-OF-A92/A93A (283 Brentwood Road), the matters of deliveries and parking are as above. The proposals do not seek to widen the kerb, just raise to 140mm as is usual (Staff assume the respondent means a build-out). Staff are not able to comment on property values, although this stop is existing.
- 3.12 On the matter of the number of bus stops, Transport for London does not propose to reduce them. They are provided at regular intervals to provide coverage to the areas around them and should be in reasonable walking distance for the maximum number of users. Hail and Ride services by their nature are not accessible to all passengers (depending where buses are hailed). The proposals do not contain any traffic calming measures.
- 3.13 Staff do not consider the consultation letter to be misleading. It is identical in structure to all sent during the current financial year and clearly explains (with a relevant plan) the proposals. The drawing approval process is an internal matter used for the benefit of the Principal Engineer who manages the Engineering Services team. Staff use TfL's "Accessible Bus Stop Design Guidance" as a starting point for their design work. The respondent does not reference National guidance, but TfL's guidance is London-specific and will take primacy. The other road safety and new build development issues are beyond the scope of this scheme.

- 3.14 With regard to the proposals shown on Drawing QN008-OF-A94/A95A (southbound stop), the provision of regularly spaced bus stops is as set out above. The proposed position would prevent a vehicle crossing being provided and so the committee will need to decide what should take priority in this case.
- 3.15 The Committee will need to consider the various issues raised and make a recommendation based on balance.

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 £45,000 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)	QN008-OF-A86A 76 to 82 QN008-OF-A90/A91A 113 to 123	Drawing 86 – This stop is already wheelchair accessible so [we] would not want to lose the advertising by turning the shelter around Drawing 90/91 – Some consideration needs to be given to cutting back the trees
Resident 108 Brentwood Road	QN008-OF-A87A 113 to 123	<p>I have just been provided with a copy of the proposed bus stop accessibility programme for 2014/15 and specifically the proposed improvements for Brentwood Road.</p> <p>As a resident at 108 Brentwood Road I actually have no objections with the planned improvements of the bus stop, it is in definite need of improvement.</p> <p>However, is it an oversight that due to where you are proposing to move it to, any bus that actually stops there will effectively block all traffic in one direction?</p> <p>Where the bus stop is currently located vehicular access is not obstructed while buses stop, traffic is able to carefully manoeuvre around any stationary bus, but the road narrows considerably just before where you are proposing to move the bus stop to. Therefore every time a bus stops traffic will back up onto and beyond the 4-way roundabout.</p> <p>Would it not be more traffic and resident-friendly to simply improve the quality of the bus stop at it's existing location?</p> <p>Brentwood Road is already a very busy road at peak times of the day, effectively creating a traffic jam every time a bus stops at the newly proposed bus stop just</p>

		<p>smacks of a lack of common-sense or effective planning. There is also the matter that the houses next to and opposite the proposed new bus stop are considerably closer to the road and likely to experience an increase in noise throughout the day and into the night.</p> <p>I hope that you will consider the points above and I would appreciate a confirmation of receipt please.</p>
<p>Resident 119 Brentwood Road</p>	<p>QN008-OF-A87A 113 to 123</p>	<p>I would like the following comments against the proposed bus stop accessibility works to be taken into consideration.</p> <p>The proposed relocation of the bus stop flag appears to be based on the nearest available section of “high” roadside kerb to allow buses to deploy their ramps for those with disabilities. This seems to be neglecting its position on the road. The proposed bus stop flag relocation to outside 121 us on a narrow bend of Brentwood Road. If buses were to stop at the proposed relocation, they would significantly affect traffic flow and reduce visibility for overtaking vehicles. Having lived at my property for a number of years, I have witnessed when delivery vans/ lorries (similar in size to a bus) pull up in a similar position to the proposed location. It causes tailbacks, problems for overtaking vehicles and in turn oncoming traffic.</p> <p>The current position of the bus stop (outside 111) has a wider section of road allowing overtaking vehicles of all sizes to do so safely, with enough room and better visibility to not cross into oncoming traffic, both maintaining traffic flow and reducing the risk of traffic incidents. As stated in your letter “Bus stop clearways do not allow parking or loading to take place”. This would make it difficult to get larger items (such as furniture) delivered to my property.</p> <p>As per your drawing – title BS18484 – the pavements outside the proposed relocation of the bus stop flag outside 121 are narrower than outside property 111 (where the bus stop flag currently resides). During peak travel times, when there are</p>

		<p>large numbers of the public waiting for a bus, a greater potential to restrict pedestrian access along the pavement would occur. A narrower pavement also increases the likelihood of anti-social behaviour and littering from people waiting for a bus/getting off the bus spilling over onto residents drives.</p> <p>Concerns over the higher environment impact of buses (in regards to noise and air pollution and littering) effecting a greater number of residents in and around the proposed relocation outside 121.</p> <p>Currently (outside 111) the bus stop is closer to a mini-roundabout/ junction where there are a greater number of commercial properties versus a lower number of residential properties; 107 Brentwood Road – a medical surgery, 103 Brentwood Road – a double glazing repair shop, 105 Brentwood Road – a double glazing provider, 101 Brentwood Road – a public house, 92-98 Brentwood Road – a furniture shop, 90 Brentwood Road – a bakery. The repositioning of the bus stop outside 121 would inconvenience at least 10 residential properties compared to this; 104, 106, 108, 110, 112, 115, 117, 119, 121 & 123.</p>
<p>Resident 121 Brentwood Road</p>	<p>QN008-OF-A87A 113 to 123</p>	<p>I am opposed to this move for the following reasons.</p> <ol style="list-style-type: none"> 1. Several years ago the same move was proposed but was rejected for road safety reasons because the proposed position is too close to the narrowest point on Brentwood road. The volume of traffic using the road has increased considerably since then. I have observed that two wide vehicles cannot easily pass each other at this point. Buses often stop before this point to allow buses and lorries coming in the opposite direction to pass before proceeding up the hill. I have also witnessed several incidents where wing mirrors have been damaged as vehicles pass each other at this narrow spot. 2. In the position where the bus stop is currently, outside 111 Brentwood Road, traffic can pass the buses stationary at the bus stop due to the width of the road. By

		<p>repositioning the Bus stop outside 121 Brentwood road traffic will not be able to pass safely. Also at the proposed position the road curves slightly to the left which means any traffic trying to pass a stationary bus can not have a clear view of oncoming traffic.</p> <p>3. Passengers alighting Buses often cross the road immediately behind the bus this is extremely dangerous especially with the situation as in 2 above.</p> <p>4. I notice that there would be 27 metre 24 hour clearway around the bus stop. How then would I get items such as furniture delivered to my property?</p> <p>5. There is a telegraph pole and a BT footway box located at the end on my drive between 121 and 119 Brentwood Road which is regularly attended by British Telecom. Positioning a bus stop in the proposed location would hinder access to the pole and present a hazard to BT engineers and people waiting for a bus.</p> <p>6. Accessing my drive from Brentwood road is already hazardous and I have to drive onto my drive for safety. This obviously means I have to reverse onto Brentwood Road. Often I can only safely gain access to the road when a bus is at the current bus stop which causes gaps in the traffic flow. Reversing onto the road will be hazardous when people, especially children and elderly people are waiting at the bus stop.</p> <p>7. Currently the bus stop inconveniences 3 houses numbers 109, 111 and 113 Brentwood Road, there are no houses opposite. By repositioning to outside 121 Brentwood Rd the house numbers inconvenienced would be 123, 121, 119, 117, 115, 104, 106, 108, 110 and 112 Brentwood Rd.</p> <p>8. There are on occasion's social misbehaviours caused by people awaiting buses at this bus stop such as noise, ant social behaviour, littering and standing in peoples gardens. Moving the bus stop will cause inconvenience of this nature to a larger</p>
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		<p>amount of residents as in 7 above.</p> <p>I find it incredible that anyone could think that this is repositioning of the bus stop outside 111 Brentwood Rd. is anything but dangerous.</p>
<p>Resident Brentwood Road</p> <p>(suggest they are responding for both 247 and 249, but no house number give)</p>	<p>QN008-OF-A90/A91A Francis Bardsley Academy</p>	<p>I would ask that the committee consider the following when making a decision on these proposals.</p> <p>1/ The crossing be left where it is as many people using the nursing home and dance school use it to cross this busy road. This also applies to children going to the park off Osborne road.</p> <p>2/ I have completed a very short survey of pedestrians alighting from the existing bus stop. Out of 10 buses all but one of the passengers went down Osborne road using the crossing. Human nature being what it is many of these people will attempt to cross the road at the nearest point rather than walking down the road and using the new crossing. This will especially be the case during bad weather. This would be extremely dangerous as the junction is a black spot for accidents.</p> <p>3/ You propose that the bus will stop outside 247 and I would point out that when stationary the front of the bus will only be 6 metres from the Osborne road junction.</p> <p>Highway code states that there should be no form of parking within 10 metres.</p> <p>There have been many occasions when other road users have attempted to overtake a parked bus and to place it even nearer a busy junction this would be even more dangerous. This especially so with motorbikes.</p> <p>I have lived here for over 30 years and know this junction very well' I speak for both numbers 247 and 249 Brentwood road. Who on may occasions have assisted with the resulting accidents at this junction.</p>

<p>245 Resident Brentwood Road</p>	<p>QN008-OF-A90/A91A Francis Bardsley Academy</p>	<p>We have are some major concerns regarding the proposed improvement to the bus stop at the junction of Osborne Road and Brentwood Road as follows:</p> <ol style="list-style-type: none"> 1. The proposed location of the bus stop (heading East) will be located even closer to the railway bridge and the junction of Osborne Road. The current situation is that cars, bikes, vans and lorries speed along Brentwood Road, come flying over the bridge and are likely to be met by cars overtaking the bus as well as cars trying to turn West and East out of Osborne Road. There are already so many near misses we have lost count and that is with the bus stop in its current location. There have also been some serious accidents at this junction of Osborne Road (one within the last couple of months involving a motorcylce).The visibility over the bridge is already limited and with cars turning out of Osborne Road into Brentwood Road (especially turning East) there are many near misses with cars coming over the bridge (especially at speed) and having to brake very quickly. Many many minor accidents occur and even more near misses. If the bus stop is located closer to the junction there will be added problems of cars overtaking the bus/s in very close proximity to cars turning out of the junction. 2. When the buses are at the stop they are often there for prolonged periods letting school children on and off - frequently 2 buses are at the stop and any one time. This is bad enough where the stop is currently located (heading East) however, if the bus stop is located as near to the junction of Osborne as is proposed, this will significantly increase the risk from the hazards already at the junction. 3. Cars currently actually mount the pavement to overtake traffic waiting to turn right into Osborne Road (there should be a no right turn for cars buses only). If they do this in the new location they are likely to run over a pedestrian waiting at the bus stop(especially in the dark).

		<p>4. The pavement heading East is very narrow where you are proposing the stop and exactly at the point that cars tend to mount the pavement to overtake traffic waiting to turn right into Osborne Road.</p> <p>Some alternative suggestions:</p> <p>We believe that a review should be undertaken to look at the hazards and risks especially during the peak rush hour times to properly determine the location of the bus stops. I am not sure how much the Academy have been involved, however, this issue should be discussed with the Academy as we believe that in terms of risk this is likely to have an impact and potentially increase the risk of accidents occurring to pupils.</p> <p>There is the possibility that a cut in for the bus stop could be provided outside the school (heading West moved along to the other side of where the school gates are) this would alleviate some of the problems in terms of queuing (heading West) which can have a major impact with car overtaking on the crossing</p> <p>The pavement by the flats just after the junction with Manor Road (heading East) is very wide and there is plenty of room to put a bus cut in at this point. It is far enough away from the junctions and would not affect the bend as the buses would be able to pull into the cut in and not impede the flow of the traffic.</p> <p>To make a No Right Turn in or out of Osborne Road into Brentwood Road – this would make a huge safety improvement.</p> <p>Summary</p> <p>Brentwood Road has become the main route for traffic for access to a Gallows Corner and A127 at Ardleigh Green - there needs to be a review of traffic routes in this vicinity to elevate the use of Brentwood Road to make it safer for the pupils and</p>
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		<p>road users.</p> <p>It is our belief that to move the bus stop (East facing) nearer to two major hazards (the foot of the bridge and an already busy and hazardous junction) from a risk assessment perspective is high risk.</p>
<p>Mr Dutnall Francis Bardsley Academy</p>	<p>QN008-OF-A90/A91A Francis Bardsley Academy</p>	<p>I write as headteacher of The Frances Bardsley Academy for Girls having received your letter of 10th November 2014 and discussed the proposals with senior colleagues and governors.</p> <p>In principle we feel that the changes are a very positive step forward. As a school clearly the safety and wellbeing of our students is our primary concern and we have raised our concerns about the positioning of the bus stops and crossing with the council in the past. I am very glad to see that a number of points raised in a meeting with representatives of the council and London Transport have been addressed.</p> <p>We believe that the relocation of the zebra crossing is certainly positive for our students. We would ask that it is made as visible and protected as possible. The proposed site is more directly outside the school, a more natural place for them to cross and more visible to traffic.</p> <p>The Westbound Bus Stop relocation is also a positive move. We will be changing our dispersal arrangements at the end of the day to make sure that students wishing to board Westbound exit the school from our right hand pedestrian exit so that entry onto buses at this stop continues to be closely regulated and supervised. Students will also enter the school without crossing the driveway.</p> <p>We are concerned about the relocation of the Eastbound stop. We are aware that a number of students do take buses from the current bus stop and that this has caused some difficulties due to the narrow width of the pavement. Neighbours in adjoining houses have also raised concerns due to students occasionally waiting in</p>

		<p>their gardens. We would welcome a relocation however our concerns are:</p> <ul style="list-style-type: none"> • The new position does not seem to offer a wider pavement • Buses from Osborne Road going Westbound will struggle to turn the corner due to the parked buses going Eastbound • Fences in front of 245 and 247 will prevent students moving back from the kerb should overcrowding occur We hope that you are able to address these concerns and thank you for the opportunity to comment on the plans.
<p>Resident 1 285 Brentwood Road</p>	<p>QN008-OF-A92/A93A 283 to 289</p>	<p>I am writing to you to voice my objections to the Bus Stop Accessibility Programme 2014/15 Proposed Access Improvement plans: Brentwood Road. Firstly, I would like to express my disappointment with the systems the local governmental planning department employ. At one of your proposals I attended last December 2013 it was discussed and, I thought agreed, that for someone to draw, check and approve the same plan was not good practice but here we are again going through the same method of completing plans albeit this time they have been drawn by someone else. I still believe that it is not good practice for one person to check and approve the same plans.</p> <p>Regarding the plans, I have looked through a number of National Information documents on Bus Stop design and it would seem that the suggested guidelines have been ignored. One document suggests that the recommended Bus Stop clearway should be 23 metres for a fixed length bus yet every clearway suggested in the Havering plan, (PQN008-A84 to A95) is over this measurement, that is, 27 metres, one being 37 metres.</p> <p>Another document recommends that there should be a distance between bus stops on opposite sides of the road of 36 metres, which is technically okay at the moment but when you put in the new clearway, I believe, none of them comply with this guideline. Brentwood Road between South Street and the Drill roundabout has too many bus stops which seem to be in excess to any reasonable requirements. I</p>

		<p>would like to suggest that before any money is spent on improving the Bus Stops as proposed in these plans, we have a full review carried out of the actual number we have. Doing so a revised plan can be constructed using the Government guidelines.</p> <p>The covering letter sent to us is also misleading, when it states that some of the Bus Stops are being reviewed but I believe it is actually all of the Bus Stops.</p> <p>The proposed plans also look to remove over three hundred metres of street parking moving that traffic into the side roads which are already overloaded with cars. If this proposal is allowed to go through the traffic in Brentwood Road would be significantly increased. There will also be a detrimental affect on the house prices in the road due to problems relating to increased congestion, lack of parking for visitors and no access for delivery vehicles to the properties. The value of properties in Brentwood Road will be seriously reduced.</p> <p>I am intending to attend the January meeting and if possible to speak against the proposed plans. However, I would appreciate a written response to my comments prior to that meeting.</p>
<p>Resident 2 285 Brentwood Road</p>	<p>QN008-OF-A92/A93A 283 to 289</p>	<p>I am writing to you to lodge my objection to the aforementioned scheme, and in particular to the drawing reference QN008-OF-A93-A Outside 287 to 289 which directly affects the roadway in front of my property.</p> <p>I wish to raise the following comments with reference to the proposal and would be grateful for a written response to them.</p> <p>a) Your letter states “Bus stop clearways do not allow parking or loading to take place.” Why is the proposed clearway given a 24 hour no parking or loading time allocation? The routes that use the bus stop do not operate all night. Could the time frame be during rush hour, for example between 07:00hrs and 17:00 hrs, which would allow residents and visitors to park in the evenings and overnight.</p>

		<p>b) By having a clearway in front of our property we will no longer be able to take deliveries of large items, anything ordered by us or sent to us as there will be a no loading enforcement. So our address will be effectively blacklisted through no fault of our own. This restriction will also have a detrimental effect on the value of our property. At present disabled family and our friends can park in the road adjacent to the house when visiting us, this will alter if the proposed clearway goes through. Who will want to live in a property which has restricted access?</p> <p>c) On the occasions when my husband needs to load the Scout mini-bus because of going on camp he parks for a limited time in front of our house. Equipment and his personal property required for camp is loaded from home, if this proposed clearway is in place he will no longer be able to do this causing inconvenience as an additional journey to the Scout Hall to ferry camping equipment will be necessary. I cannot always be available to assist so he will be forced to complete multiple journeys, which are time consuming and requiring yet more organisation.</p> <p>d) When we move from our property, how will a removal van have access to load our belongings with this proposed clearway? The drive on our property is for a single car and cannot accommodate a large vehicle thus we will no doubt have to pay an additional charge as the removal men will have to park in one of the side roads closest to our house requiring extra time and man power to load our furnishings which will be embarrassing as our possessions will be available for all to see. Plus it will be difficult to safeguard them being so far away from our house. Are you expecting me to remove my front garden, one of the few in this road, to build a larger driveway? Will you award us compensation for losing that precious garden, (yes I grow plants for the preservation of bees), and the extra expense for having an additional dropped kerb, repaving and redesign, again because the council has imposed a scheme onto us?</p> <p>e) Can you explain why there are so many bus stops in Brentwood Road? If you look</p>
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<p>Resident 289 Brentwood Road</p>	<p>QN008-OF-A92/A93A 283 to 289</p>	<p>I refer to your letter dated 10 November and am deeply concerned at its content, I disapprove with the bus stop clearway which is proposed outside my property.</p> <p>The reasons for my disapproval/rejection is:</p> <p>This will mean I am unable to park any vehicle outside my property if this proposal is implemented. I frequently have shopping deliveries where the vehicles need to park outside my front drive</p> <p>I have building/maintenance vans which need to be parked in this location when works are being carried out to my property i.e gardening work and general maintenance to the property which happens frequently</p> <p>I also occasionally have go park outside for short spells when my father comes to visit so I am able to get his wheelchair equipment out the boot of my car enabling him to pushed inside the front drive easily. If I reverse my car into the front drive I am unable to get his equipment out the boot of my car easily.</p> <p>It will not assist me having to park further down the road for any of the above stated, it will more than likely inconvenience myself and various neighbours.</p> <p>If the kerb is widened I think this would be more of a hindrance as you get irresponsible drivers that would try to mount the kerb if there is an oncoming vehicle coming towards them which leaves them little space to drive by. You will also get cycles that would weave in and out onto the pavement if the length of the pavement is widened for the crossover.</p> <p>This area is a school route which I believe should be given more consideration and priority. The speed limit needs to be lowered between Frances Bardsley School and Squirrels Heath Junior School. I have mentioned this concern in correspondence to</p>
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<p>Resident 318 Brentwood Road</p>	<p>QN008-OF-A94/A95A 326 to 334</p>	<p>As a resident of 318 Brentwood Road I am very happy with the decision to move this bus stop as I have been arguing the case with TFL that this bus stop was always badly positioned (I believe you were also included personally in a lot of our correspondence a few years ago). The fact that there is a dropped curb outside my house and doubled with the fact that the pavement is very narrow saw my driveway as an overspill for people trying to walk past, this was made even worse when we had the issues with Heath Park Road. This bus stop is also very close to the lights near to the sweet shop and an oncoming blind bend have resulted in numerous bad accidents over the years mainly caused by people trying to overtake the buses on both sides with no real idea of what is coming in the other direction. I also have children standing on the middle of my drive after school closes waiting for buses,</p>

		<p>obviously this could end very badly if they were not seen. I am glad that someone has taken the time to look into this issue in some depth and come up with a sensible alternative. Although I have never really understood why there is a need to have a bus stop between the one at the Drill pub and the one at Dominees Pizza (around 300m). At these locations there is more than enough space for people to stand outside these commercial properties with no real effect on residents, they also have bus shelters and high curbs for the buses to be lowered. Therefore the longest anyone would ever have to walk to get a bus would be about 150m either way and would free up some much needed room for traffic to flow. When I moved into this property some 15 years ago this was a small request stop between 318 and 320 Brentwood Road that there was never really a major issue with as people used to just walk to the other ones as mentioned above.</p> <p>I sincerely hope that this sensible approach is adopted but hope that 328 accept this proposal as it is the only property without a dropped curb and drive that people will walk across. If they do not accept this may the second option be to take away the bus stop altogether as the location simply isn't fit for purpose.</p> <p>Please can you add me to any future communication regarding this as I would like to be updated with any details as it directly affects me on a daily basis.</p>
Resident 328 Brentwood Road	QN008-OF-A94/A95A 326 to 334	<p>In response to the proposal to implement the bus stop accessibility programme 2014/15, specifically relocation of the bus stop outside 328 Brentwood Road, we strongly oppose this proposal.</p> <p>We're currently in the process of building a drive-in and the relocation of the bus stop would severely disrupt these plans and inevitably mean that we couldn't progress.</p> <p>As the homeowner, there have been various reasons that we have decided to build a drive in and we hope that another location can be considered for the accessibility programme.</p>

