



HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Havering Road
Outcome of public consultation**

CMT Lead:

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Policy context:

**Havering Local Development
Framework (2008)
Havering Local Implementation Plan
2014/15 – 2016/17 Three Year Delivery
Plan (2013)**

Financial summary:

**The estimated cost of £22,000 for
implementation (all sites) will be met
by Transport for London through the
2015/16 Local Implementation Plan
allocation for Bus Stop Accessibility.**

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

Havering will be clean and its environment will be cared for	<input checked="" type="checkbox"/>
People will be safe, in their homes and in the community	<input checked="" type="checkbox"/>
Residents will be proud to live in Havering	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along Havering Road (north of Chase Cross Road) and seeks a recommendation that the proposals be implemented.

The scheme is within **Havering Park** ward.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment that the bus stop accessibility improvements on Havering Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A190A
 - QN008-OF-A191A
2. That it be noted that the estimated cost of £22,000 for implementation (all sites) will be met by Transport for London through the 2015/16 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 2015.
- 1.8 Of these stops, 66% 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 Havering Road (north of Chase Cross Road) as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A190 BS 20362 Chase Cross	Opposite 464 to 462	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A191 BP 5272 Parklands School	Outside Parklands School	Bus stop to be relocated 2.90 south 35metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A191 NEW STOP	Outside Cromwells Mere	Proposed new bus stop outside Cromwell Mere proposed by Transport for London following a request from a resident of Cromwells Mere via local MP. New pedestrian refuge island, 2 metres wide.

- 1.13 Approximately 16 letters were hand-delivered to those potentially affected by the scheme on 31st March 2015, with a closing date of 20th April 2015 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, 3 responses were received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals.
- 2.3 The Cromwells Mere Havering Road Residents' Association Ltd objected to the proposed stop outside Cromwells Mere (Drawing QN008-OF-A191A) citing,
- Proposal is accident waiting to happen because of vehicle speeds around the bend,
 - Fail to see point of pedestrian refuge as the school is served by pedestrian controlled lights immediately outside the school gates,
 - The existing stop [towards Havering-atte-Bower] should be moved opposite the southbound stop as the buses are infrequent,
 - The parking restrictions would cause issues for the nursing home, school and carers visiting Cromwells Mere.
- 2.4 A resident objected to the proposals opposite 462 to 464 (Drawing QN008-OF-A190A) citing the infrequent nature of bus services and restricted times of operation potentially leading to congestion at school times and impact on access to their premises. The resident also objected to the stop outside Cromwells Mere citing congestion.

3.0 Staff Comments

- 3.1 With regard to the proposed stop outside Cromwells Mere (towards Havering-atte-Bower), it has been considered jointly with TfL following a request from a resident. The existing stop is 235 metres south of the proposed stop and that stop in turn is 130 metres from the stop in Chase Cross Road (for the 375). TfL is content that the proposed stop will improve the general catchment for users of the route and would not wish to move the existing northbound stop.
- 3.2 Havering Road is extremely wide at the proposed stop location (9.3 metres) and it was the view of Staff that this would be difficult for some people to cross. Staff suggested that a pedestrian refuge would be appropriate to assist people crossing and TfL agreed that this would be funded by them as part of the scheme. The refuge is to assist people accessing the proposed and existing (southbound) stop, rather than the school in particular.
- 3.3 For drivers travelling south-bound, the proposed refuge has a forward visibility of 85 metres. Manual for Streets suggests that at 37mph (60kph), a stopping sight distance (SSD) of 59 metres is required and even with drivers

choosing to exceed the 30mph speed limit of the street, Staff consider visibility to be excellent. Additionally, a refuge island is likely to help influence speed and driver behaviour at this location.

- 3.4 As is the normal case, the bus stop is proposed to be protected from parking with a bus stop clearway. For those wishing to park, Havering Road and the adjacent side roads are not within any controlled parking area and there are plenty of opportunities to park locally. This was raised by Cromwell Mere Residents' Association and the resident who responded.
- 3.5 With regard to the issue of frequency of buses which was also raised by the other resident, this is not a consideration as stops are either accessible or they are not. There is a longer term plan to increase the frequency of the 375 to better serve the area. The 575 is not a Transport for London route.
- 3.6 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 £22,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2016, 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.

The provision of crossing facilities makes it easier for all sectors of the community to cross busy streets or have more confidence in crossing streets. This is especially helpful to disabled people, children (lone and accompanied), young families and older people.

BACKGROUND PAPERS

Project file: QN008, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>
John Pardley (Secretary) Eric Stevenson (Director) Cromwells Mere Havering Road Residents' Association Ltd	QN008-OF-A191 NEW STOP Outside Cromwells Mere	<p>We are writing on behalf of the Cromwells Mere Residents' Association. We have serious concerns about the new bus stop outside our property since there have been a number of incidents at that stop caused by vehicles coming round the bend too fast. We think your proposal as it standard is an accident waiting to happen.</p> <p>We also fail to see the point of the new refuge, since the school is served by pedestrian controlled traffic lights immediately outside the main gates. The original suggestion to move the existing bus stop further up the hill, opposite the existing southbound stop, seems reasonable, bearing in mind their infrequent use. There are only nine buses up or down each day and none at all on Sundays.</p> <p>The proposal also appears to introduce parking restrictions. The location of the Nursing Home and educational establishments opposite and nearby would suggest possible problems.</p> <p>There would also be problems for us as we currently have three older residents who rely on carers calling at least once a day to enable them to remain in the community. Frequently these carers have to park outside because of our very limited parking.</p> <p>We ask that you reconsider these proposals on the grounds of both health and safety.</p>

<p>468 Havering Road Resident</p>	<p>QN008-OF-A190A Opposite 464 to 462 QN008-OF-A191 NEW STOP Outside Cromwells Mere</p>	<p>With regards the proposal QN008-OF-A190, BS 20368</p> <p>We think that the proposal to have a clearway of 37metres 24hrs a day is very unnecessary. There are two bus's that use this stop, 375 runs every 90mins Monday to Saturday and stops running at approx 19:30 at the latest and the 575 which runs once a day at about approx 14:30.</p> <p>This stop is not used on a Sunday. Having this area a 24hr no stop zone will increase the congestion on the other side of the road causing access issues for residence. This will impact our access to and from our properties at peak times as parents for the school will not stop on the north bound side but perform u turns or cross the road and stop outside our properties on the southbound side of the B175. Also when the school/college holds events its will also cause added parking diffuclties to the southbound side.</p> <p>Also if an additional stop is placed further up the road this will add to congestion on the B175.</p>
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