



HIGHWAYS ADVISORY COMMITTEE

12 May 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Lodge Lane
Outcome of public consultation**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

**Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk**

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 £19,000 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	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[]

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along Lodge Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Havering Park** and **Mawneys** wards.

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 Lodge Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A177&178-A
 - QN008-OF-A179-A
 - QN008-OF-A180-A
 - QN008-OF-A181-A

2. That it be noted that the estimated cost of £19,000 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 Lodge Lane as set out in the following table;

Drawing	Location	Description of proposals
QN008-OF-A177 BS 1238 Portmore Gardens	Outside 291 - 293	Bus stop flag to be relocated 3.75m north to outside property numbers 293-295 37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A178 BS 34617 Portmore Gardens	Outside 256 - 258	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A179 BS 34616 Stapleford Gardens	Outside 204/206	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A180 BS 29529 Stapleford Gardens	Opposite 188	19metre bus stop clearway
QN008-OF-A181	Opposite 104	Bus stop to be relocated 14.50m north east

BS 29527 Frinton Road		33metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Zig zag marking to be extended on depart side
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1.13 Approximately 22 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, 4 responses were received as set out in Appendix I to this report.

2.2 London Travelwatch supported the proposals.

2.3 Two residents objected to the proposals opposite 104 Lodge Lane (Drawing QN008-OF-A181-A) citing;

- Stop has been moved twice in 2 years
- New location will be a danger because of speed of vehicles
- New location will pose a risk to access/ egress to 108
- New location too close to bend
- New location will be too close to Havering Lodge entrance
- Agreement from one resident that clearway is required

2.4 One resident objected to the proposals outside 291-293 Lodge Lane (Drawing QN008-OF-A177&A178-A) citing;

- Impact on residents' parking space
- Complained about being fined for not parking within bay
- Concerns that residents away from property park outside
- Concerns about anti-social behaviour

3.0 Staff Comments

- 3.1 With regard to the stop opposite 104 Lodge Lane (Drawing QN008-OF-A177&A178-A), the proposal moves the stop to enable the full 8 zig-zag markings of the adjacent zebra crossing to be provided which will give an improvement for inter-visibility between southwest-bound drivers and pedestrians crossing to the southeast.
- 3.2 The stopping position will have buses no closer than 15m from the access to Havering Lodge.
- 3.3 For drivers proposed stop position will provide a forward visibility of 70 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 adequate.
- 3.4 With regard to the stop outside 291 to 293 Lodge Lane (Drawing QN008-OF-A177&A178-A), the proposals would lead to a loss of 5.5 metres of footway parking bay (1 space) in order that an appropriate length of accessible footway be provided – the current layout is not accessible.
- 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 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 £19,000 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>
Resident 108 Lodge Lane	Opposite 104 QN008-OF-A181-A	<p>BS 29527 Frinton Road, is currently located opposite 108/110 Lodge Lane is this the bus stop to which the above dated letter refers?</p> <p>I understand it is important for access users to be able to safely enter and exit local transport services however feel it should be noted that this bus stop has been moved twice already within the last 5 years.</p> <p>I am concerned that the new location will cause a danger to my family and myself as road users, Lodge Lane is a fast moving road with few road users sticking to the speed limit and with the addition of the raised crossing they invariably launch their vehicles over it causing significant noise disruption.</p> <p>The suggested new location poses a risk to users access and egress of the off road parking at 108 as we refuse to reverse onto Lodge Lane and need to manoeuvre our vehicles onto the off street parking, we will continue to do so as safely as we can but humbly ask if the location can be maintained as it is now.</p> <p>I think it is vital that the clearway is included and the parking bays adjacent to the bus stop are suspended as vehicles parked there cause a total road blockage when the bus stop is in use and prevent any access North or South along Lodge Lane until the bus has moved away.</p>

<p>Resident 110 Lodge Lane</p>	<p>Opposite 104 QN008-OF-A181-A</p>	<p>I have lived at 110 Lodge Lane for 27 years and was amazed to see your proposal to move the bus stop 14.50m nearer towards the blind bend.</p> <p>Any vehicle overtaking a stationary bus at the new proposed bus stop will be on the wrong side of the road unable to see anything coming towards him which could result in a head on collision. Also the front of the bus will just be a few feet from vehicles existing and entering Havering Lodge which is in constant use.</p>
<p>Resident 293 Lodge Lane</p>	<p>Outside 291 - 293 QN008-OF-A177&A178-A</p>	<p>In response to your letter dated 31.03.2015 in regards to bust stop accessibility works may I express my profound concern as to the effects these changes will have in my parking space. As it is at the moment I am already experiencing extreme difficulties as there are not enough parking spaces available in our vicinity.</p> <p>I reside at 293 Lodge Lane and will be affected immensely by the restrictions that will be imposed by the new bus stop accessibility changes. I have raised the issue in a similar manner with the council and my local MP a while ago where I have cited clearly that me and my partner have been fined several times by the mobile CCTV Unit for parking slightly out of studs as a result of other people parking in front of our property, as a consequence us being squeezed out to park somewhere else.</p> <p>I have photographic evidence showing clearly that people who live in the residences 100-200 and 300 yards away from our property come all the way to our area and park in front of our properties. I am afraid these recent proposal/changes will just make a situation that was bad to worse and I am deeply concerned as a result.</p> <p>I hereby plead you to re-visit or review any decisions you will be making in this regard and take into account my concerns and the concerns of other residents in our vicinity. I understand that having newly refurbished bus-stop accessibility areas is part of a transport policy for modernization and improvement but this should not be done on</p>

		<p>the back of residents whose lives will be immensely affected by parking restrictions.</p> <p>As well as I am aware of these changes allow me to note one more issue in this regard, bus stops in front of residential areas with wider accessibility spaces serve as a reign free areas for local teenagers dumping litter, smashing glass, making noise and other delinquent issues for which we have been suffering for last few years, these recent proposed changes will make matters even worse.</p> <p>With all due respect we support any modernization and improvement of transport and our local infrastructure but in the meantime we would like to see somebody addressing our concerns in terms of our parking access and more of it to be re-designed so it serves residents affected and the wider community in Lodge Lane.</p> <p>Finally, I hope that my concerns expressed in this letter are addressed appropriately and transparently.</p>
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