



HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Wennington Road (Revised Proposal)
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 £4,000 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 a revised proposal for the provision of a fully accessible bus stop along Wennington Road and seeks a recommendation that the proposal be implemented.

The scheme is within **Rainham & Wennington** 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 Wennington Road set out in this report and shown on the following drawing (contained within Appendix I) is implemented;
 - QN008-OF-A78-B
2. That it be noted that the estimated cost of £4,000 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 Various proposals for Wennington Road were considered by the Committee at its meeting of 11th November 2014. One site was deferred, which was to relocate the eastbound stop currently outside Kent View some 174 metres to the west as shown on Drawing QN008-OF-A78-A. The relocation was proposed, because at the current location on-street parking prevents buses pulling into the kerb and a clearway would displace a significant amount of on-street parking.
- 1.13 In recommending deferral, the Committee highlighted concern that the new stop position would be isolated and asked if the stop could be closer to Wennington Village for passenger convenience.
- 1.14 In reviewing the layout, Staff examined the possibility of moving the stop, but leaving it as close to the Village as possible. Immediately west of the last house in the Village, Wennington Road enters a bend which is not a suitable position. Therefore, Staff have examined a position between the original relocation proposal and the edge of the village as shown on Drawing QN008-OF-A78-B and which is 150 metres from the current location.
- 1.15 Staff have met on site with London Buses and the Metropolitan Police (Roads and Transport Policing Command) who were both content with the alternative proposal. Staff also consulted informally with an original objector, but the objection was maintained. Staff proceeded to a formal consultation.
- 1.16 Approximately 15 letters were hand-delivered to those potentially affected by the scheme on 14th April 2015, with a closing date of 5th May 2015 for comments.
- 1.17 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 1 resident supported the relocation on the basis that it would relieve the congestion of having two stops opposite each other, would not impact on parking and be closer to more residents.
- 2.3 1 resident objected to the relocation as traffic overtaking buses would be on the wrong side of the road near the bend, passengers would be isolated,

people would have to walk further and that the existing stop should be made accessible with affected residents using their garages.

3.0 Staff Comments

- 3.1 Staff are content with the alternative position from a road safety point of view and both London Buses and the Metropolitan Police were content with the proposal. The alternative would require passengers from the Village to walk further than they do now to access the stop. The stop could be made accessible in its current location, but would require a clearway length equivalent to 6 parking spaces.
- 3.2 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 £4,000 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)
<p>Resident 3 Kent View</p>	<p>Kent View QN008-OF-A78-B</p>	<p>I support the above proposal as this will immediately reduce congestion where we have two bus stops almost opposite each other. I believe that this will have minimal impact on the residents of Kent View, Laundry Cottages and Marine Cottages, indeed the proposed stop will be nearer for many.</p> <p>Additionally, should this not be approved and the current location be retained with a new bus stand and clearway, the 31 metre 24 hour bus stop clearway that has been proposed will stretch across 4 houses from number 3 Kent View to the western edge of number 7 Kent View. This will cause a lot of problems with residents of these properties having to find alternative parking in an already limited area.</p> <p>If the proposal goes ahead there will be minimal inconvenience to residents and no impact on parking provisions at the proposed location.</p>
<p>Resident Haldare cottage Wennington Road</p>	<p>Kent View QN008-OF-A78-B</p>	<p>With regards to the replacement of the bus stop from Kent View to alongside my property @ Halldare Cottage.</p> <p>The placement of this new bus stop will be just pass the bend in the road which will cause traffic proceeding from Wennington Village towards Rainham having to pass on the wrong side of the road into the path of oncoming traffic, which at the moment already has caused numerous near misses as people park their vehicles outside Laundry and Marine Cottages because they do not have anywhere else, i.e. garages, to park their vehicles.</p> <p>Placing the bus stop at this point will also mean that the people from Kent View, Marine Cottages & Laundry Cottages having to walk to this furthest point, pass opening to field and having to wait in this very exposed area.</p>

		<p>The point of having a bus service is to give a transport facility to the people in need and this instance it is to the people of Kent View, Marine Cottages & Laundry Cottages so why you are proposing to move it to such a position defeats the object.</p> <p>Looking at where the bus stop is at the moment there are properties that do not have crossovers and also there are blocks of 3 houses together affording the level for the bus kerbside facility. I understand that a parking problem exists outside Kent View but these properties do have garages to the rear of their properties which some prefer not to use and park in the road but once the road is marked 'BUS STOP KEEP CLEAR' hopefully they will revert to using their garages thus clearing the road of parked cars.</p> <p>Another point being is the spacing between bus stop. The bus stop outside New Cottages has been moved nearer to Halldare Cottage to opposite the junction of East Hall Lane so what is the point of moving the Kent View bus stop to the other side of Halldare Cottage away from the heart of the village which is in need of the service.</p> <p>As you can see I strongly oppose the repositioning of the bus stop to this dangerous and exposed area.</p>
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