



HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Tees Drive
Outcome of public consultation**

CMT Lead:

Andrew Blake-Herbert

Report Author and contact details:

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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 £3,000 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 Tees Drive and seeks a recommendation that the proposals be implemented.

The scheme is within **Gooshays** 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 Tees Drive set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A237-A
 - QN008-OF-A238-A
 - QN008-OF-A239-A
2. That it be noted that the estimated cost of £3,000 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 Tees Drive as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A237-A BS274727 Noak Hill Road	By the flank wall of 42 Wincanton Road	31metre bus stand clearway
QN008-OF-A238-A BS27471 Priory Road	By the flank wall of 38 Wrexham Road	29metre bus stop clearway
QN008-OF-A239-A BS27470 Whitchurch Road	Outside 1 Tees Drive	27metre bus stop clearway

- 1.13 Approximately 5 letters were hand-delivered to those potentially affected by the scheme on 7th April 2015, with a closing date of 27th 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 London Travelwatch supported the proposals.

2.3 A resident objected to the proposals for the clearway along the flank wall of 38 Wrexham Road (QN008-OF-A238-A) as follows;

- Tees drive requires traffic calming,
- The clearway creates a hazard for the junction of Tees Drive with Priory Road,
- The clearway is likely to obstruct the access and egress from 45 Tees Drive,
- The clearway could create a serious hazard for drivers joining the road from 45 Tees Drive,
- The proposal should be withdrawn or move 10 metres north.

3.0 Staff Comments

3.1 With regard to the proposals for the clearway along the flank wall of 38 Wrexham Road (QN008-OF-A238-A), Staff would comment that the physical layout of the bus stop is not proposed to be changed, simply the addition of the clearway to ensure the area is kept clear from other vehicles to ensure the stop is accessible.

3.2 Clearways are generally set out with reference to the bus stop flag so that the exit side of the clearway is 9 metres beyond the flag (which is used to align the front wheels of the bus so the front door opens after it). With the current available footway, the bus stop flag and therefore clearway could be moved 6 metres north and remain accessible, but this would require a further consultation.

3.3 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 £3,000 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

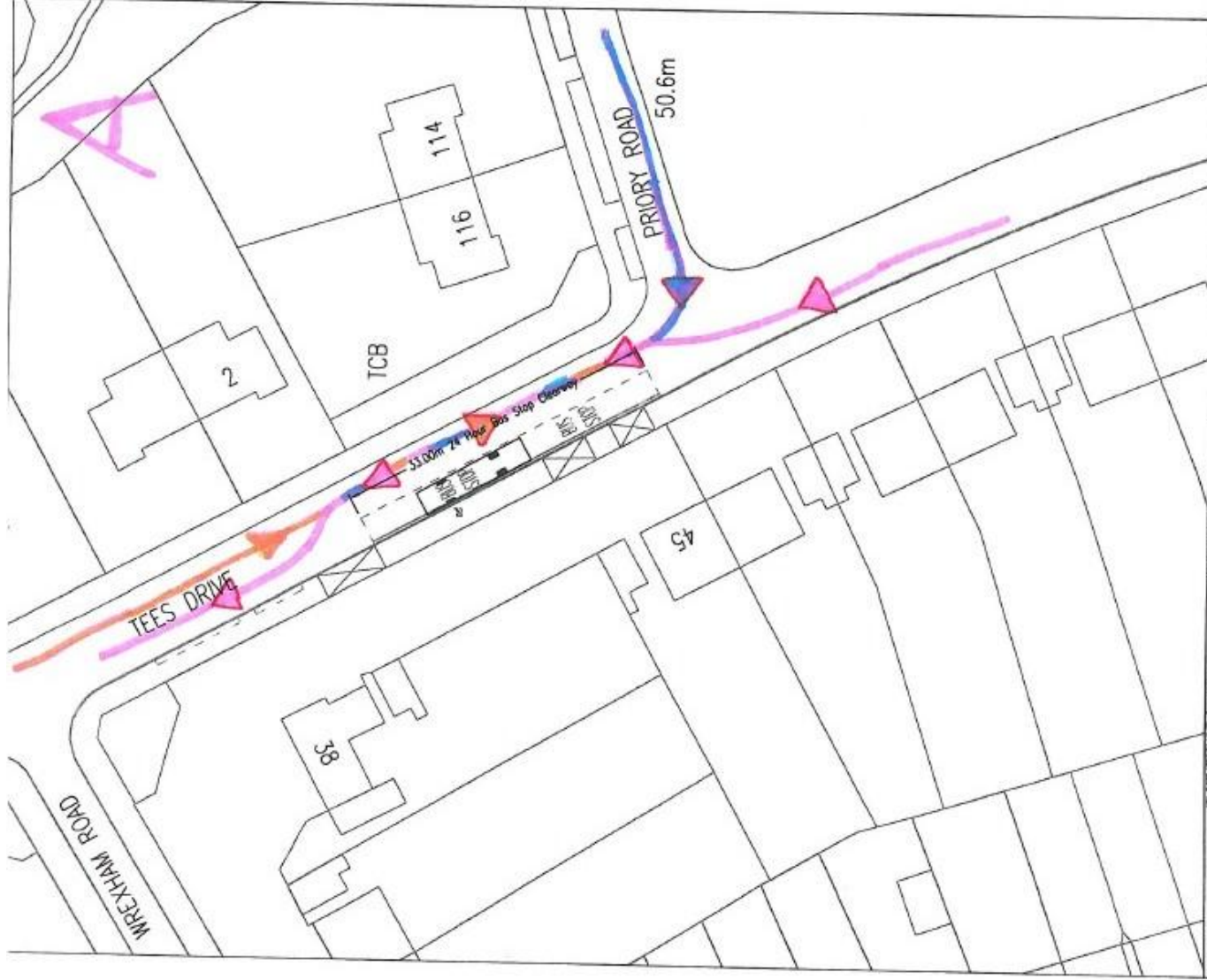
**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



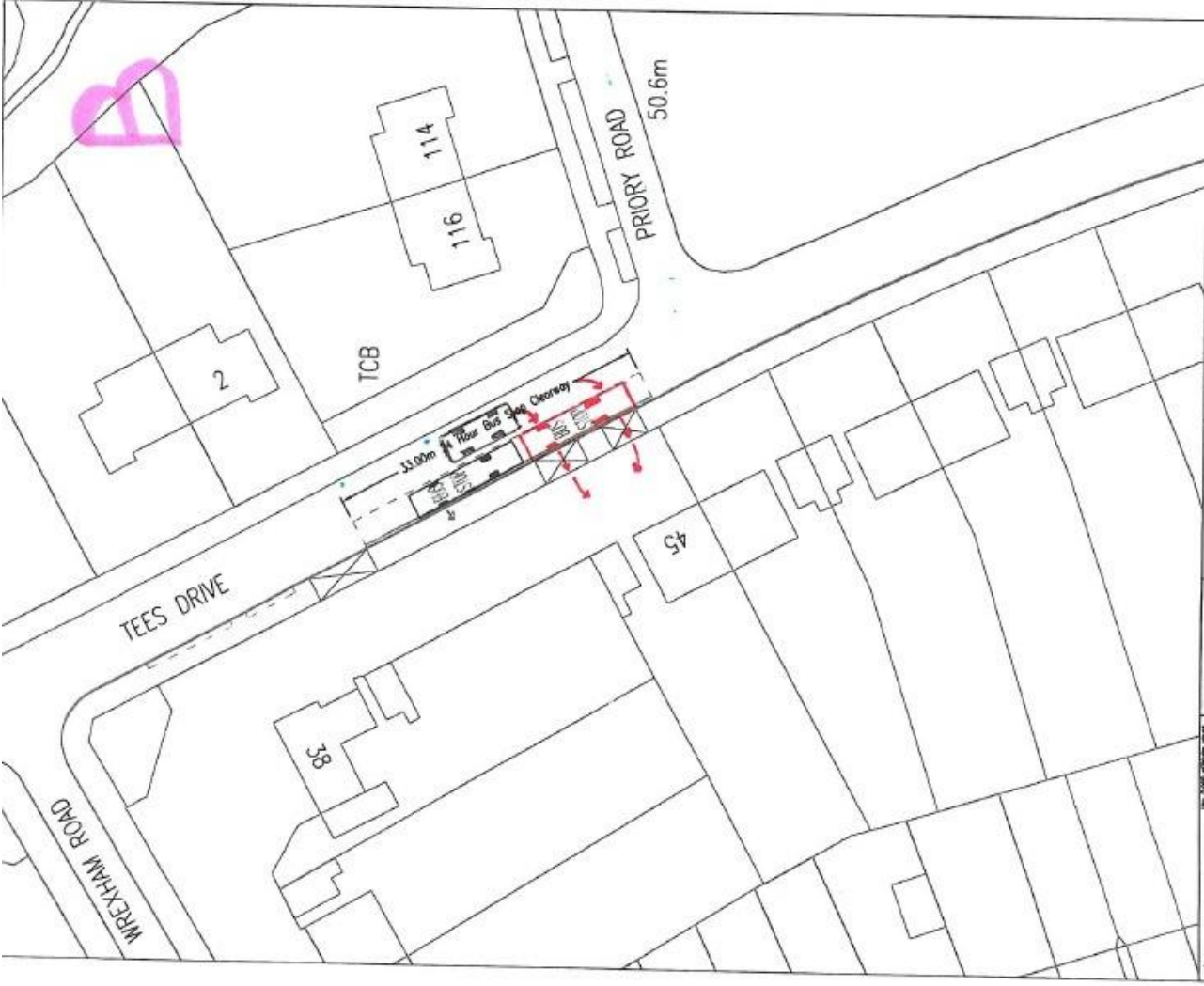
Respondent	Drawing Reference & Location	Response and Staff Comments (where required)
Vincent Stops London TravelWatch	All sites	<p>London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views.</p> <p>We support these works to improve the accessibility of buses.</p>
Resident 45 Tees Drive	QN008-OF-A238-A BS27471 Priory Road By the flank wall of 38 Wrexham Road	<p>I would like to make the following observations on the specific proposal to locate a bus stop clearway by the flank of 38 Wrexham Road.</p> <p>1. Tees Drive is a popular ‘cut through’ between Whitchurch Road and Noak Hill Road</p> <p>As a consequence, Tees Drive is a relatively busy road within Harold Hill, carrying buses and lorries as well as normal cars. Sadly, many cars proceed along Tees Drive at speed. Therefore, I would suggest that some form of traffic calming would not go amiss to make the route safer for other road users and local residents.</p> <p>2. The bus stop clearway is likely to create a hazard at the junction between Tees Drive and Priory Road (see Appendix A)</p> <p>In order to avoid entering the bus stop clearway, traffic proceeding down Tees Drive towards Noak Hill Road will be forced to cross to the wrong side of the road, right at the junction with Priory Road. This will be an unexpected manoeuvre to any drivers approaching the junction from Priory Road or waiting to exit Priory Road.</p> <p>Moreover, any traffic turning right out of Priory Road will be forced to immediately proceed down the wrong side of Tees Drive – a manoeuvre which is counter-intuitive.</p> <p>I suggest that any unexpected or counter-intuitive manoeuvre at a junction along a</p>

		<p>relatively busy road is potentially dangerous. At best, the bus stop clearway is likely to create a bottle-neck along Tees Drive at the junction with Priory Road.</p> <p>3. The bus stop clearway is likely to obstruct egress from and access to 45 Tees Drive. The latter is likely to cause occasional disruption to traffic in both directions (see Appendix B)</p> <p>Currently, without the bus stop clearway, it occasionally happens that there are 2 buses stationary at the bus stop outside 45 Tees Drive, particularly when drivers see that there is already more than 1 bus parked at the bus stop ahead by the flank of 42 Wincanton Road. When this happens, the driveways to 45 Tees Drive are blocked off. Although the purpose of the bus stop clearway is not to create a parking area for buses, it may nevertheless give rise to 2 buses being parked outside 45 Tees Drive more frequently.</p> <p>When this has happened in the past, and we have needed to exit our driveway, we have had to politely ask the driver to move the bus to allow us to do so. However, when it has happened when attempting to access our property, it has resulted in the temporary disruption of the flow of traffic in both directions while one of the buses (or both) has moved to permit access to our property. So, it is not unreasonable to expect the temporary disruptions to the flow of traffic will happen more frequently.</p> <p>Also, a concern of ours is that bus drivers may be less inclined to accommodate our polite requests, if they believe that their bus is legitimately parked in a bus stop clearway – although as mentioned, we do understand the purpose of the bus stop clearway is not to create a parking area for buses.</p> <p>4. The bus stop clearway could create a serious hazard for any driver attempting to join the road from either driveway at 45 Tees Drive (see Appendix C)</p> <p>Even if 2 buses were parked in the bus stop clearway in such a way to allow access and egress from 45 Tees Drive via the north driveway, it would nevertheless create a serious hazard – since visibility to the driver attempting to exit the driveway and</p>
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		<p>gain access to Tees Drive would be significantly impaired. Indeed, visibility would be practically zero in both directions</p> <p>My suggestion The only wholesale solution to the issues observed at 2,3 and 4 above is the withdrawal of the proposal to create a bus stop clearway at the flank of 38 Wrexham Road.</p> <p>Assuming this is unlikely, my suggestion would be that the bus stop clearway is moved some 10 metres further up Tees Drive in the direction of Noak Hill Road. This would:</p> <ul style="list-style-type: none">- Create less of a hazard at the junction with Priory Road, and- Permit ready access to and egress from 45 Tees Drive, improving traffic safety and avoiding potential disruptions to local flow of traffic. <p>I respectfully ask you to consider the issues raised above when making a decision regarding the precise location of the bus stop clearway at the flank of 38 Wrexham Road.</p>
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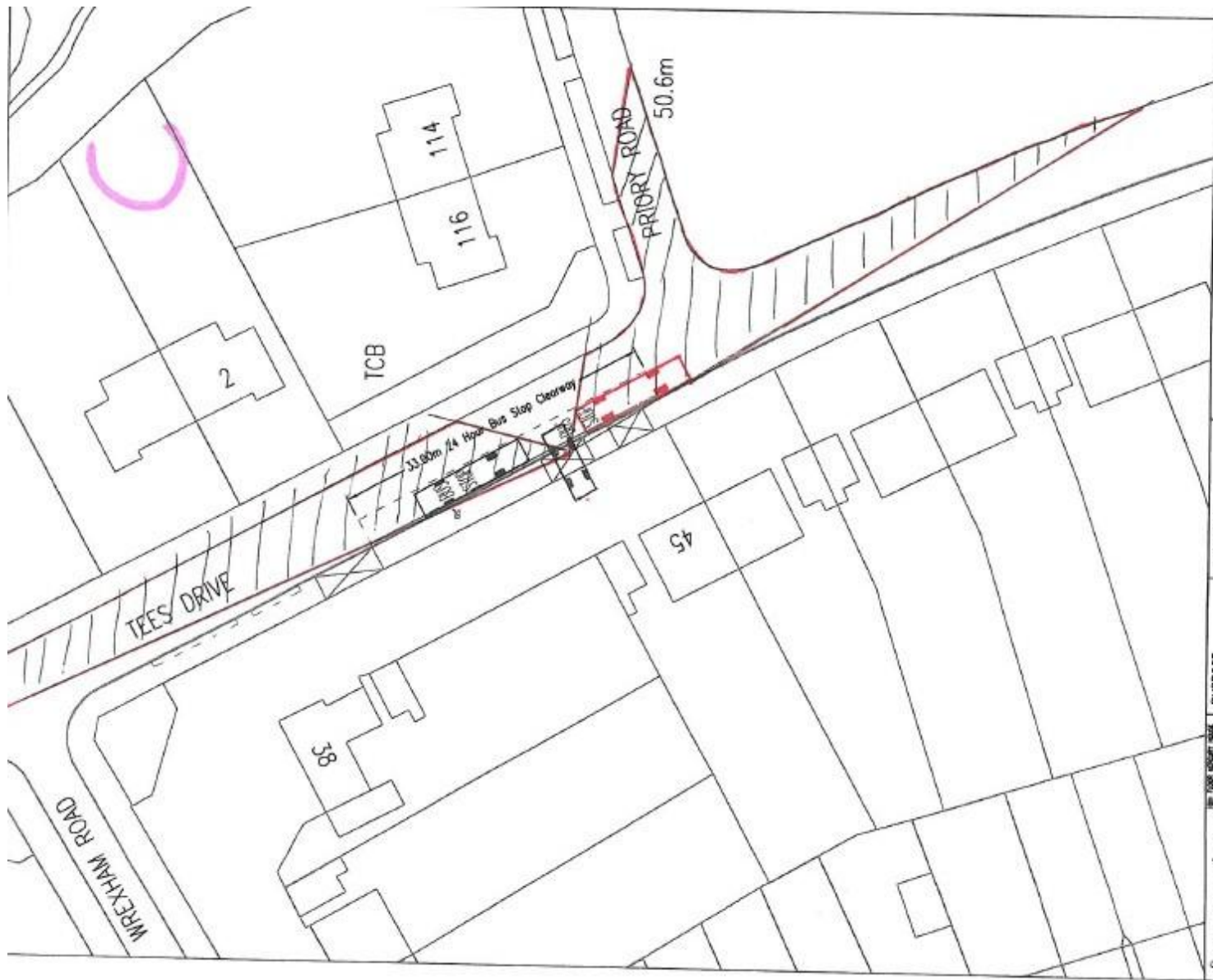


<p>Haverling <small>INCORPORATING</small> CONSULTANTS PLANNING & COMMUNITY</p>		<p>PURPOSE PROPOSAL</p>	
<p><small>NO. YOUR REFERENCE NUMBER DRAWING NO. DATE SCALE (A1 A4 SIZE) 1:500</small></p>			
<p>ADJ. TITLE BUS STOP ACCESSIBILITY 2014/15 DRAWING TITLE TEES DRIVE</p>		<p><small>THE ABOVE DRAWING IS THE PROPERTY OF HAVING CONSULTANTS AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF HAVING CONSULTANTS.</small></p>	
<p>DRAWN BY RP</p>	<p>CHECKED BY M/P</p>	<p>APPROVED BY M/P</p>	<p>REASON A</p>
<p>ACAD REF: [Blank]</p>	<p>DRAWING NO: ONC08-08-A238</p>	<p>REVISION A</p>	
<p>DATE 09.02.15</p>	<p>SCALE (A1 A4 SIZE) 1:500</p>	<p>AMENDMENT</p>	<p>DATE</p>



<p>Havering LONDON PROJECTS STRONG - CLEAR - DURABLE</p>		<p>PURPOSE PROPOSAL</p>	
<p>DATE 15/09/2015</p>		<p>SCALE 1:500</p>	
<p>PROJECT TITLE BUS STOP ACCESSIBILITY 2014/15</p>		<p>CLIENT PRIORITY ROAD</p>	
<p>DATE 09.02.15</p>		<p>SCALE 1:500</p>	
<p>STATUS DRAFT</p>		<p>STATUS ISSUE</p>	
<p>DRAWN BY RP</p>		<p>CHECKED BY MLP</p>	
<p>APPROVED BY MLP</p>		<p>APPROVED BY MLP</p>	
<p>SCALE REF: Sheet Size & Gridset</p>		<p>SCALE REF: QNC08-08-A2.38</p>	
<p>REVISION A</p>		<p>REVISION A</p>	
<p>REVISION AMENDMENT</p>		<p>REVISION AMENDMENT</p>	
<p>DATE</p>		<p>DATE</p>	

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<p>JOB TITLE BUS STOP ACCESSIBILITY 2014/15 TEES DRIVE</p>		<p>ACQUISITION This drawing is the property of Haveing & Partners, a division of Haveing & Partners, a division of Haveing & Partners, a division of Haveing & Partners. It is not to be used for any other purpose without the written permission of Haveing & Partners.</p>		<p>APPROVED BY MLP</p>	
<p>DRAWING TITLE PRIORITY ROAD</p>		<p>BASED UPON Previous drawings: 1:500 1:500</p>		<p>CHECKED BY MLP</p>	
<p>SCALE (AT A4 SIZE) 1:500</p>		<p>DATE 09.02.15</p>		<p>APPROVED BY MLP</p>	
<p>DATE 09.02.15</p>		<p>DRAFT ISSUE</p>		<p>DRAWING NO CNC008-08-A2.38</p>	
<p>REVISION</p>		<p>REVISION</p>		<p>REVISION</p>	
<p>AMENDMENT</p>		<p>AMENDMENT</p>		<p>AMENDMENT</p>	
<p>DATE</p>		<p>DATE</p>		<p>DATE</p>	