



HIGHWAYS ADVISORY COMMITTEE

9 June 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
St Mary's Lane
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 £23,000 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 St. Mary's Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Upminster** 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 St. Mary's Lane set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QN008-OF-A156-A157-A (clearways operating throughout the week)
 - QN008-OF-A158-A159-A (clearways operating Monday to Saturday)
 - QN008-OF-A160-A161-A (clearways operating Monday to Saturday)
 - QN008-OF-A162-A163-A (clearways operating Monday to Saturday)

2. That it be noted that the estimated cost of £23,000 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 St, Mary's Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A156-A157-A BS18407 Corbets Tey Road	Outside 143 – 147 (eastbound)	31metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A156-A157-A BS18408 Corbets Tey Road	Outside 162 – 164 (westbound)	29metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A158-A159-A BS18409 Tudor Gardens	Outside 223-225 (Old Police Station) (eastbound)	27metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A158-A159-A BS18410 Tudor Gardens	Outside 228 (westbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A160-A161-A BS18411 Argyle Gardens	Outside 321 – 323 (eastbound)	37metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A160-A161-A	Outside 290 – 292	33metre bus stop clearway

BS18412 Argyle Gardens	(westbound)	140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A162-A163-A BS25108 Howard Road	Outside 393 – 395 (eastbound)	27metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A162-163-A BS25109 Howard Road	Opposite 389 – 391 (westbound)	27metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

1.13 Approximately 29 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, 3 responses were received as set out in Appendix I to this report.

2.2 London Travelwatch supported the proposals.

2.3 Cllr Van den Hende expressed support on behalf of the Upminster councillors and wished to confirm that TfL would be funding the works and if the work would take place in the summer if agreed.

2.4 A resident support the principles, but raised concerns about the proposals for the eastbound stop outside 393-395 St. Mary's Lane (Drawing QN008-OF-A162-163A) as follows;

- Concern that the vehicle crossing to their premises would be removed;
- Disagreed with the bus stop clearway and its length as there were already waiting restrictions at the bus stop, especially with buses running lower frequency and not on Sundays.

3.0 Staff Comments

- 3.1 Staff confirm that vehicle crossings will not be removed.
- 3.2 The existing restriction at 393-395 St. Mary's Lane is a "no waiting" restriction. Bus stop clearways are "no stopping" restrictions designed to keep the stop clear and is therefore required.
- 3.3 Staff confirm that Route 347 operates for the longest period which is Monday to Saturday between 05:17 and 00:11 and it would therefore be reasonable to exclude Sunday from the restriction. Should TfL make changes to include Sunday services, then further consultation would be required on the operation of the clearways to ensure the stops remain accessible.
- 3.4 Staff recommend that the proposals be implemented as consulted, with the six clearways on Drawings QN008-OF-A158-A159-A, QN008-OF-A160-A161-A and QN008-OF-A162-A163-A operating Monday to Saturday.
- 3.5 It is recommended that the two clearways shown on Drawing QN008-OF-A156-A157-A remain in force throughout the week to reflect the "at any time" waiting and loading restrictions on that part of St. Mary's Lane. Excluding Sundays would allow a "gap" in the local restriction which would adversely impact on traffic flow near the Bell Corner junction.

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 £23,000 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>
Cllr Linda Van den Hende	All sites	<p>Thank you for the papers regarding the proposed Bus stop improvements. The three Upminster councillors have discussed these and we all support the improvements proposed. We understand the funding for this comes from TfL, a matter I would appreciate your confirmation of. As the matter will be considered by HAC in June, can I assume, if agreed, the works will be undertaken during the summer months.</p>
Resident 325 St Mary's Lane	<p>QN008-OF-A162- A163-A</p> <p>BS25108 Howard Road</p> <p>Outside 393 – 395 (eastbound)</p>	<p>Thank you for the opportunity to comment on the above accessibility programme, whilst I welcome improvements to help people using wheelchairs, people with buggies, people with assistance dogs and people with reduced mobility I strongly object to the proposal for BS18411 Argyle Gardens (drawing ref QN008-OF-A160-A) for the reasons set out below.</p> <p>Firstly, It is not clear from the plans whether the plans to increase the kerb height to 140mm will stretch across my driveway thereby removing my dropped kerb and preventing vehicle access to my property. If the intention is to remove my dropped kerb then I would highlight that planning consent for the property was granted and a dropped kerb provided on the basis the builder provided off street parking. The house was purchased in the knowledge that consent had been given for the right of vehicle access to the property.</p> <p>Secondly, the proposal to increase the current parking restriction from a single yellow (Mon-Sat 8am – 6.30pm) to no parking 24/7 is without foundation. The bus</p>

		<p>stop is serviced by 4 bus routes 346, 347, 646 and 648. The 346 runs Monday to Saturday and its peak is every 15 mins from 8am until 6.37pm, thereafter every half an hour with the last bus being at 12.10am. The other services are much less frequent (only 4, 3 or 2 buses each day) and none of the buses operate on a Sunday. In my opinion the current parking restriction is sufficient and meets the frequency of the bus service. What justification is there for introducing a more stringent parking restriction?</p> <p>Thirdly, TFL's Accessible bus stop design guidance states that a 37m kerbside bus stop cage is designed for where there is a frequency of 15 buses per hour and where the number of buses servicing the stop is much lower then a shorter cage of 25m should suffice, however consideration must also be given to traffic management measures. The current yellow line is a current traffic measure designed to stop traffic parking near the bus stop during peak times outside of the current parking restriction the frequency of the buses is either non existent or at most 2 buses an hour.</p>
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