



HIGHWAYS ADVISORY COMMITTEE

11 August 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Mungo Park 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 £16,000 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 Mungo Park Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Elm Park** and **South Hornchurch** 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 Mungo Park Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QO001-OF-A183-A184-A/2 (option 2)
 - QO001-OF-A185-A186-A
 - QO001-OF-A187-A188-A
 - QO001-OF-A189-A

2. That it be noted that the estimated cost of £16,000 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 Mungo Park Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QO001-OF-A183-A184-A BS29331 Wood Lane	Opposite 280 (northbound)	31 metre 24 hour bus stop clearway
QO001-OF-A183-A184-A R0074 Wood Lane	Outside 272 (southbound)	31 metre 24 hour bus stop clearway
QO001-OF-A185-A186-A BS29333 Freeborne Gardens	Opposite 218 / 220 (northbound)	21 metre 24 hour bus stop clearway
QO001-OF-A185-A186-A BS29332 Freeborne Gardens	Outside 208 (southbound)	Bus stop to be relocated 52.50m south 37 metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area Section of footway parking to be removed
QO001-OF-A187-A188-A BS29335	Outside 80 / 82 (southbound)	Bus stop to be relocated 82m east 29metre 24 hour bus stop clearway

Kingaby Gardens		140mm kerb and associated footway works provided at bus boarding area
QO001-OF-A189 BS29337 South End Road	Outside 1-11 (northbound)	33 metre 24 hour bus stop clearway

1.13 Approximately 34 letters were hand-delivered to those potentially affected by the scheme on 8th June 2015, with a closing date of 29th June 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 and London Buses supported the proposals. London Buses asked a question about whether a resident had applied for a vehicle crossing.

2.3 1 resident expressed support for the relocation of the bus stop from outside No.82 to a position 82 metres east, citing current site is not accessible (Drawing QO001-OF-A187-A188-A).

2.4 1 resident wished for confirmation that the scheme would not alter their vehicle crossing and requested the footway parking outside 278/208 be removed as this with buses stopping opposite block the road (QO001-OF-A183-A184-A).

2.5 During the consultation the resident at No.272 contacted Staff to ask if the layout could be adjusted to permit a vehicle crossing. (QO001-OF-A183-A184-A).

3.0 Staff Comments

3.1 Staff confirm that for No.278, the works would not alter the vehicle crossing. With regard to the request for the removal of footway parking, Staff would suggest that as the area is not restricted, people would park fully in the

carriageway and the same issue would persist. The Committee will need to come to a view.

- 3.2 With regard to the request for adjustments for a vehicle crossing from No.272, Drawing QO001-OF-A183-A184-A/2 shows an adjustment which would allow vehicle crossings for Nos.270, 272 and 274, should they apply in the future.
- 3.3 Staff recommend that the proposals be implemented as consulted, with the adjusted layout shown on Drawing QO001-OF-A183-A184-A/2.

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 £16,000 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.

BACKGROUND PAPERS

Project file: QO001, 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>
Matthew Moore London Buses Infrastructure	All sites, plus QO001-OF-A183- A184-A Outside 272 (southbound)	Plans look good. Is No.274 going for a vehicle crossover.
Resident 82 Mungo Park Road	QO001-OF-A187- A188-A Outside 80/82 (southbound)	Proposed bus stop move 82 Mungo Pk Rd. The bus stop present is not fit for purpose because you only have about 102 cm between bus stop and waste bin to get on bus, but the biggest problem is getting off bus because you have to get off on my drive and me being disabled the drop is very deep and for old people it is very dangerous, the quicker they move it the better before there is a bad accident.
Resident 276 Mungo Park Road	QO001-OF-A183- A184-A Outside 272 (southbound)	<p>I'm contacting you in response to the above bus stop accessibility programme, I live at 276 Mungo Park Road and we have a double width drop kerb which we paid for at considerable costs and I would like you to confirm that the above will have no implications for vehicles gaining access / egress to my property.</p> <p>If this is going to hinder us in any way then we wish to attend the meeting to voice our concerns so I therefore ask you reply promptly so we can register to speak at the meeting on 11th August.</p> <p>Also whilst you are planning improvements we ask you to strongly consider</p>

		<p>removing the parking bays outside 278 & 280 Mungo Park Road as they are opposite a bus stop and right onto of the junction of Mungo Park Road / Wood Lane - if bus is at the bust stop and cars parked in the bays outside 278 &280 Mungo Park Road then it blocks the road so vehicles entering Mungo Park Road from Wood Lane can not drive pass until the bus moves. This does cause congestion and there have been several incidents at this junction in the 22 years that we have lived here. You should consider removing these bays for safety reasons.</p>
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