



HIGHWAYS ADVISORY COMMITTEE

15 September 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Firbank Road & Cornell Way
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 £15,000 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 with some footway improvements along Firbank Road and Cornell Way and seeks a recommendation that the proposals be implemented.

The scheme is within **Havering Park** 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 and footway improvements on Firbank Road and Cornell Way set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QN008-OF-A225-A227-A
2. That it be noted that the estimated cost of £15,000 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 Firbank Road and Cornell Way as set out in the following table;

Drawing Reference	Location	Description of proposals
QN008-OF-A225-A227-A R0335 Charlotte Gardens	Party wall of 41 & 43 Cornell Way (eastbound)	Bus stop to be removed and amalgamated with next stop (itself proposed for relocation)
QN008-OF-A225-A227-A R0906 Carter Drive	East of No 61 Cornell Way (eastbound)	Bus stop to be relocated 38.0m east to the flank wall of property No 50 Firbank Road (plus amalgamated with previous stop) 37metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area
QN008-OF-A225-A227-A BS34620 Charlotte Gardens	Opposite No 61	31metre 24 hour bus stop clearway 140mm kerb and associated footway works provided at bus boarding area

- 1.13 In addition, the proposals include works to the two Carter Drive side roads to tighten kerb radii and improve pedestrian dropped kerbs to improve local accessibility for pedestrians.
- 1.14 Approximately 22 letters were hand-delivered to those potentially affected by the scheme on 17th July 2015, with a closing date of 10th August 2015 for comments.
- 1.15 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 Buses supported the proposals.
- 2.3 One resident supported the removal of the stop outside 41/43 Cornell Way. They suggested that the existing stop is an invasion of privacy.
- 2.4 Two residents objected to the relocation of the bus stop from east of 61 Cornell Way to the flank wall of 50 Firbank Road, giving the following reasons;
- Impact on visibility from a stationary bus for drivers leaving Carter Drive (north),
 - Proximity to crossroads with Carter Drive and impact on road safety due to impatient drivers overtaking buses,
 - Need for traffic calming,
 - Creation of disproportionate distance between stops,
 - Impact on reversing off driveway,
 - Overlooking of property and failure to consider development works,
 - Concern about noise from relocated stop,
 - Vandalism problems associated with relocation of bus stop.

3.0 Staff Comments

- 3.1 Currently, there are two eastbound bus stops within 95 metres of each other (outside 41/43 Cornell Way and east of 61 Cornell Way). London Buses considers this to be too close and so an amalgamation into a single stop would be appropriate. As the current stop to the east of 61 Cornell Way is directly opposite the westbound stop adjacent to 154 Charlotte Gardens, Staff are of the view that an amalgamated eastbound stop should be offset. The “tail to tail” arrangement as proposed is considered appropriate as it allows drivers to overtake a station bus if it is safe to do so.
- 3.2 Staff do not agree that the proposal for the relocated stop creates safety issues at the junction with Carter Drive as the stopping position is in excess of 20 metres from the western kerb line of Carter Drive. It is also proposed to tighten the geometry of the Carter Drive arms of the junction in order to reduce the crossing distance for pedestrians which will also assist in adjusting driver behaviour at the location.
- 3.3 Staff are generally reluctant to propose the relocation of a bus stop because of the impact on residents not currently affected and likely objections arising, but where accessibility and/or safety is considered better at an alternative location, such an alternative will be explored.

- 3.4 The Committee will need to consider the various issues raised and make a recommendation based on balance
- 3.5 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 £15,000 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)
Matthew Moore London Buses Infrastructure	All sites	These plans are fine with me
Resident 41 Cornell Way	QN008-OF-A225- A227-A Removal of eastbound stop outside 41/43 Cornell Way	This would be an excellent removal for us; as since the arrival of this bus stop we have had to endure the invasion of privacy which a bus stop outside our property has caused. When the bus is stationary passengers are able to see into our front bedroom, especially during the evening when the bedroom lights are on. We purchased the property before the bus stop was originally placed. So please continue with the removal and repositioning of this bus stop as soon as possible.
Resident 48 Firbank Road	QN008-OF-A225- A227-A Relocation of eastbound stop from east of 61 Cornell Way to flank wall of 50 Firbank Road	<p>I am sorry to say that I think the proposed move of the bus stop to the flank wall of No. 50 Firbank Road is a bad and dangerous plan.</p> <p>When exiting Carter Drive Nth it is already difficult to see oncoming traffic from Cornell Way because of a curve in the road prior to the bridge. This is exacerbated by the fact that traffic is coming <u>downhill</u> often much too fast. (From Lodge Lane).</p> <p>If a bus was parked whilst passengers disembarked, impatient drivers will overtake the bus with possibly devastating results due to the close proximity of the cross roads and oncoming traffic (often too fast) coming <u>downhill</u> from opposite direction (Firbank Road)</p> <p>This maybe a quiet location during normal days, but mornings, evenings & weekends it resembles the Eastern Avenue!</p> <p>We could do with traffic calming measures.</p>

<p>Resident 50 Firbank Road</p>	<p>QN008-OF-A225-A227-A</p> <p>Relocation of eastbound stop from east of 61 Cornell Way to flank wall of 50 Firbank Road</p>	<p>I write in response to, and confirm receipt of, the above mentioned letter dated 17.07.2015. I note the site plan used is out of date and does not include the recent development at 50 Firbank Road- Planning REF: P0037.13, which the proposal significantly affects.</p> <p>As the owner of 50 Firbank Road, the proposal to relocate the bus stop to the north side of Firbank Road is completely unacceptable. I list my reasons below:</p> <p>Distance between bus stops: The proposal creates a disproportionate distance between bus stops and only 220m between the proposed bus stop and the main bus stop to the Clockhouse Lane junction, which is less than two minutes on foot. The distance in the opposite direction is over twice this distance.</p> <p>Current walking distances:</p> <ul style="list-style-type: none"> • Bus stop, Lodge Lane: 0m • Bus stop, Cornell Way (indicated to be removed): +0.31km • Bus stop, River Rom (indicated to be relocated): +0.39km • Bus stop Clockhouse lane junction (end of route): +0.67km <p>Proposal walking distances:</p> <ul style="list-style-type: none"> • Bus stop, Lodge Lane: 0m • Bus stop, Firbank Road: +0.45km • Bus stop Clockhouse lane junction (end of route): +0.67km (+0.22km)
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	<p>Road Safety at Carter Drive Junction: The presence of the bus stop (and bus) in the location shown obstructs views towards Cornell Way when turning out from the north section of Carter Drive. Risk of collision at this junction due to poor visibility is significantly increased as a result of the proposal. The proposal also eliminates all possibility of knowing if a car is coming down Cornell Way when pulling off the drive of 50 Firbank Road – generally in reverse. On the grounds of road safety it is astonishing that these proposals are put forward.</p> <p>The bus stop’s current location does not hinder visibility when turning out from the north section of Carter Drive, which is a well used cross road with dropped kerb driveways on every corner.</p> <p>Overlooking: The footpath/road to Firbank Road is on average 500mm higher than the gardens to 50 Firbank Road and adjoining neighbours. The proposal for double decker busses to stop in this location creates overlooking into private gardens from both ground and first floor bus windows. To 50 Firbank Road, overlooking into kitchen/dining windows, rear bedroom windows, and directly into side windows is also created by the proposal. On the grounds of overlooking, again it is astonishing that these proposals are put forward.</p> <p>The bus stop’s current location creates no overlooking of private residential space as it adjoins the river and public land adjacent.</p> <p>Noise: Noise and reverberation caused by buses currently travelling up and down Firbank Road is hardly tolerable. The property shakes every time a bus passes, which includes mirrors and doors. The noise caused by idling buses will be detrimental to the wellbeing of occupants of the neighbouring properties, as well as my own.</p> <p>Again, the bus stop’s current position is better because it limits the number of</p>
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		<p>residential properties affected and provides opportunity for vegetation to assist with dampening noise.</p> <p>Vandalism: I refer you back to a letter I received from Streetcare 27 June 2008 Ref: CRM/641498/GCNRem/HH/0228. Your enforcement letter was associated to graffiti on my boundary fence. My property has been subject to this ever since, which I have been dealing with, without burden to the local authority.</p> <p>My property is also subject to people throwing cans, packaging, bottles, sandwiches and even a nappy on one occasion! Having a bus stop adjacent to my boundary fence will increase these problems tenfold.</p> <p>I struggle to comprehend what is wrong with the current location of the bus stop, which is positioned to have the least effect on what is a quiet residential area. In a time of austerity and cuts to public spending it appears Streetcare have completely lost touch. Money is better spent adapting the current location which will not be detrimental to residents or highway safety as a whole.</p> <p>Thank you for advising of the opportunity to speak on the proposal at Highways Advisory Committee meeting. I confirm I hope to register to speak against the proposal to relocate the bus stop to the flank of 50 Firbank Road on 1 September 2015. I would also like to submit documentation to prove the above mentioned, please advise if this is possible?</p>
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