



## HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Mungo Park Road  
Outcome of 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 £2,000 for  
implementation 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 relocation of a bus stop on Mungo Park Road, adjacent to 40A Wood Lane, approximately 5 metres north, together with making the bus stop fully accessible in the proposed location and seeks a recommendation that the proposal be implemented.

The scheme is within **Elm 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 on Mungo Park Road, adjacent to 40A Wood Lane, be moved approximately 5 metres north, together with bus stop accessibility improvements as set out in this report and shown on the following drawing (contained within Appendix I) be implemented;
  - QO001-OF-A183-B
2. That it be noted that the estimated cost of £2,000 for implementation 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 September 2015.
- 1.8 Of these stops, 74% 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 A set of proposals for accessibility works for Mungo Park Road were considered by the Highways Advisory Committee at its meeting of 11<sup>th</sup> August 2015. The Committee resolved that a proposal adjacent to 40A Wood Lane (northbound stop) be reconsulted on a position approximately 5 metres north of its current point in order to reduce the impact on parking. The original proposal is shown on Drawing QO001-OF-A183&A184/2-A and the revised proposed on Drawing QO001-OF-A183-B.
- 1.13 9 letters were hand-delivered to those potentially affected by the scheme on 23<sup>rd</sup> September 2015, with a closing date of 16<sup>th</sup> October 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, 1 response was received from a resident as set out in Appendix I to this report.
- 2.2 The resident objected to the proposals, making the following comments;
- Parking should be prevented in the location more generally with double yellow lines or similar being provided,
  - Residents either have off street parking or could provide it,
  - The Council could generate revenue from residents paying for vehicle crossings,
  - It is not the Council's duty to provide parking,
  - The scheme will not deal with congestion in the area,
  - The bus route should be made "hail and ride".

## **3.0 Staff Comments**

- 3.1 The matter of localised congestion and the need for parking controls or otherwise is not within the scope of bus stop accessibility and would be a

matter taken forward by the Traffic & Parking Control team if considered necessary by the Committee.

- 3.2 The Council does not generate revenue from the provision of vehicle crossings.
- 3.3 It is correct that the Council does not have a duty to provide parking, merely to manage and regulate the use of the public highway. In this case, such regulation is proposed to make the bus stop accessible.
- 3.4 The scheme is not intended to deal with any congestion problems.
- 3.5 Hail and Ride does not provide for accessible bus services as stopping positions do not necessarily have compatible footways and parked vehicles can mean that buses cannot pull into the kerb.
- 3.6 Staff recommend the scheme be implemented.

## 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 £2,000 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 the 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                    | Response and Staff Comments (where required)   |
|-------------------------------|--|
| Resident<br>Address not given | <p>I Would like to object to the proposals below and make public the comments that I have for the future proposed access improvements- Mungo Park Road QO001-OFA183</p> <p>My comments are as follows .</p> <p>Remove all parking from Mungo Park Road junction at Wood Lane down to 195 &amp; 266 Mungo Park Road via the introduction of double yellow lines or other means.</p> <p>All Properties 280 to 266 all have vehicle access to to the rear via Penrith Crescent.</p> <p>All of the above properties have hard standings in the front gardens which would enable off street parking with the exception of no 278,272,270</p> <p>All properties 205 to 195 have footpath crossovers and off street parking to the front of their properties .</p> <p>By the introduction of parking restrictions this would therefore negate the need of moving of the bus stop and relocation of the lamp column therefore creating massive savings of monies.</p> <p>As earlier pointed out all properties have off street parking.</p> <p>Properties without footpath cross overs could pay Havering to put them in therefore for my comments made would not only save money but actually produce revenue for the council.</p> <p>It is not the duty of the local authority to provide parking spaces especially for residents that have three or more vehicles per household ,these people cannot expect to park outside their properties!</p> <p>Your proposals as stated in drawing BS29331 Do not reduce congestion to the affected</p> |



area nor do they make it any safer. However the comments above Do reduce congestion and they Do make it safer. They have no cost implications to the borough and they Do produce a revenue.

Yet another alternative would be to Remove bus stops altogether on the routes by using a hail and stop system like other routes in the borough that experienced similar problems.

Please look at my comments/suggestions seriously as I feel that this an important matter that does affect my family and I directly.

I will also send a copy of the above to the local MP as I feel this is a complete waste of public funds.