



HIGHWAYS ADVISORY COMMITTEE

8 December 2015

Subject Heading:

**BUS STOP ACCESSIBILITY
Collier Row Lane
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 £10,000 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 currently near 255 Collier Row Lane to a position approximately 106 metres north, together with making the bus stop fully accessible in the proposed location with the relocation of a pedestrian refuge, and seeks a recommendation that the proposal be implemented.

The scheme is within **Mawney** 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 currently near 255 Collier Row Lane be relocated to a position approximately 106 metres north, together with making the bus stop fully accessible in the proposed location and with the relocation of a pedestrian refuge, as set out in this report and shown on the following drawing (contained within Appendix I) be implemented;
 - QO001-OF-A10-A
2. That it be noted that the estimated cost of £10,000 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 Collier Row Lane were considered by the Highways Advisory Committee at its meeting of 9th June 2015. The Committee resolved that a proposal near 255 Collier Row Lane (northbound stop) be deferred following representations from residents and that the matter reviewed. The original proposal is shown on Drawing QN008-OF-A09/A10-A. Staff have reviewed the matter and have developed an alternative layout which relocates the stop approximately 106 metres north and relocates a pedestrian refuge to accommodate the proposal.
- 1.13 16 letters were hand-delivered to those potentially affected by the scheme on 23rd September 2015, with a closing date of 16th 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, 3 responses were received as set out in Appendix I to this report.
- 2.2 London TravelWatch supported the proposals. London Buses supported the proposals in terms of the bus stop being on the exit side of the pedestrian crossing and being a better spacing for stops along the route.
- 2.3 A resident objected citing stationary buses being on a bend and the impact on already poor sightlines at Lowshoe Lane and Playfield Avenue.

3.0 Staff Comments

- 3.1 Collier Row Lane is approximately 8.7m at the proposed stop position which is sufficient for a bus to stop and for two-way traffic to be maintained. The site is on a gentle bend, 20 metres south of the junction with Lowshoe Lane and 60 metres north of Playfield Avenue. Staff do not agree that the

proposal creates an unacceptable risk to highway safety. As London Buses considers the stop to be in a better location in terms of stop spacing along the street, Staff recommend that the scheme be implemented as proposed.

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 £10,000 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)
Vincent Stops London Travel Watch	London TravelWatch represents all transport users in London. Thank you for consulting with us and seeking our views. We support these works to improve the accessibility of buses.
Matthew Moore London Buses Infrastructure	The suggested site is a much better location in terms of accessibility and it brings the stop away from the approach side of the crossing. It also evens out the distances between stops. For these reasons it has my support.
Resident Address not given	<p>This should be reconsidered or abandoned simply because this will place a stationary bus on a blind bend in Collier Row Lane where, in addition, the sight line for traffic emerging from Lowshoe Lane and Playfield Avenue is already poor. Currently there is a regular row of parked vehicles along the specified stretch of road, some at least the property of the Mazda dealership in Collier Row lane.</p> <p>I accept motorists have a duty to take care when driving but this seems to me to be a move which will make the junction and this stretch of road more dangerous when the current bus stop site could be used if modified.</p>