



HIGHWAYS ADVISORY COMMITTEE

2 February 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
Broadway, Rainham
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 £8,000 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 a fully accessible bus stop on Broadway, improvements to an uncontrolled pedestrian crossing point at the western end of Upminster Road South and seeks a recommendation that the proposals be implemented.

The scheme is within **Rainham** 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 and pedestrian accessibility improvements in Broadway set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QO001-OF-A261&261.1-A
2. That it be noted that the estimated cost of £8,000 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 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 Although the existing north-bound stop in Broadway has a 39 metre bus stop clearway, it is not fully accessible due to the low kerb face, but raising it in the current position is problematic because the narrow footway would make gradients too steep. Therefore, as the carriageway is wide at the current stop location (8.5 metres to 10 metres), Staff have developed a proposal to widen the footway by up to 1.1 metres in order to provide space within which to adjust the kerb height. The southbound stop is accessible, but requires an additional “bus stop” marking within the existing clearway.
- 1.13 In addition, the junction of Upminster Road South and Broadway does not contain any dropped kerbs for pedestrians and so the street is not accessible to all people wishing to walk to and from the southbound stop crossing the entrance to Upminster Road South. Staff propose reducing the radius of the junction to improve visibility for north-bound pedestrians and to provide suitable dropped kerbs. Drawing QO001-OF-A261&A261.1-A set out the proposals.
- 1.14 11 letters were hand-delivered to those potentially affected by the scheme on 14th December 2015, with a closing date of 8th January 2016 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, 5 responses were received as set out in Appendix I to this report.
- 2.2 London Travelwatch and London Buses indicated support. The Metropolitan Police had no comments to make.
- 2.3 Cllr Durant offered a variety of comments;
- The footway works at the western end of Upminster Road South would need care because of the impact on the church wall,

- Widening the footway is a good idea, but the clearway needs to be reduced to benefit Broadway Cars,
- The northbound stop is not suitable for a shelter, but one could be provided for the southbound stop,
- The footway is narrow, but widening could create a hazard where the widening starts,
- Suggestions have been made previously that the stop is removed as it is outside a listed building, attracts litter, takes up space which could be used by Broadway Cars and there are accessible stops at Tesco and the Station,
- London buses should be asked for the stop to be removed or restricted to the 372 and 103 to minimise the number of people on the narrow pavement and asked again to put the 372 bus stop in Wennington Road by Rainham Hall Gardens, outside the library/ station by the accessible 103 stop.

2.4 Broadway Cars had concerns and provided the following comments;

- Concern that the restriction on loading/ unloading would have an adverse impact on the safety of loading and unloading outside the office and requested that a facility to enable this be provided,
- The proposals at the junction of Broadway and Upminster Road South will restrict the turning of large vehicles which will cause congestion and with bus changeovers will cause a restriction on the operation of their business.

3.0 Staff Comments

- 3.1 London Buses has indicated that it does not wish to remove the current northbound stop as it would create a gap in services. Because the stop is utilised by services turning right from Upminster Road South, it could not be relocated south of the junction and to the north the road bends and narrows, and is not considered suitable. Staff has therefore looked to improve the stop in its current location.
- 3.2 The proposed widening of the footway would start from nothing immediately opposite the junction with Upminster Road South and smoothly transition to be 1.1 metres in width at the passenger boarding area before smoothly transitioning back to tie in with the existing kerb line at the existing vehicle crossing to the north of the Angel Inn.
- 3.3 In terms of restrictions. The current 39 metre clearway would be retained. The general restriction in Broadway is a waiting restriction in operation

Monday to Saturday, 8.30am to 6.30pm (single yellow line). For Broadway Cars, the implication is that their drivers are permitted to stop when the restriction is operation to allow passengers to board or alight (as is the case for any driver), but they are not permitted to park there (wait), unless out of the hours of operation. The existing clearway prohibits stopping by vehicles other than buses and taxis (Hackney carriages). This is not a facility open to the private hire vehicles operated by Broadway Cars.

- 3.4 The footway widening at the junction of Upminster Road South and Broadway is considered necessary as pedestrians crossing from south to north cannot see drivers approaching from their right and nor can drivers see them as they approach the junction from the east. Dropped kerbs are required as the current layout is not accessible to all. Staff do not consider that the narrowing will restrict the passage of any vehicle class. Staff are aware of the condition of the wall to the St Helen & St Giles Churchyard and control measures would be put in place for construction works.
- 3.5 Given the issues set out above and that London Buses does not wish to relocate the northbound stop, Staff recommend that the works proceed 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 £8,000 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: QO001, Bus Stop Accessibility

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Response and Staff Comments (where required)
Cllr Durant	<p>I would like to make the following comments,</p> <ul style="list-style-type: none">• A pavement realignment next to the church wall needs to be carefully done because the wall itself is becoming unsafe as it is slowly bulging towards the pavement.• Widening the other pavement is a good idea, but the bus clearway should be adjusted to begin immediately after Broadway Cars office to provide them with parking space.• This is a busy stop but there is no room for a bus shelter (and probably not a good idea anyway outside the front of a listed building) but can one be provided at the bus stop opposite. <p>Some more comments.</p> <ul style="list-style-type: none">• The pavement is narrow, but if widened may create a highway hazard at the point the pavement build out begins, presumably by Broadway cars.• In the past it was suggested that this stop be removed because its on a narrow pavement on a busy road, its outside a listed building attracting litter, its removes parking space for the long established Broadway cars and new fully accessible stops have been installed at the station and by the shops in Upminster Road South and by Tesco.• London Buses should be contacted to see if this stop can be removed or restricted to the 372 and 103 to minimise the number of people on the narrow pavement and asked again to put the 372 bus stop in Wennington Road by Rainham Hall Gardens, outside the library/station by the fully accessible 103 stop.

<p>Vincent Stops London TravelWatch</p>	<p>London TravelWatch is the statutory body representing transport users in London.</p> <p>We and the bus passengers we represent welcome these proposals.</p>
<p>Matthew Moore London Buses Infrastructure</p>	<p>This looks good to me.</p>
<p>Liam Gibb Metropolitan Police Roads and Traffic Policing Command</p>	<p>I have no comments at this time.</p>
<p>Broadway Cars 27A Broadway</p>	<p>i have recieved your plans for the intention of making the section a high kerb space for the buses as i am aware for the need to keep passengers safe it is also my worry that you propose a restriction to the loading and unloading i am very concerned of ths arrangement because my taxi office is also for the safety of the public when loading and unloading outside my office if an arrangement can be implemented so that it includes the setting down and picking up of passengers then i would be enthusiative of these plans we have been picking up and dropping passengers since 1955 and the people of rainham use my taxi office on a day to day basis so i would like to see some inclusion in these plans</p> <p>Firstly i would like to point out the turning circle from upminster road south onto broadway it will restrict the turning of many large vehicles the restricted access from the road narrowing on broadway will cause even more congestion to the flow of traffic as the bus company do a change over outside the proposed plans this is causing great concern at present and if the road narrows there is at times to many buses and vehicles causing the traffic flow to halt my reason for the proposal is that i operate a taxi service from rainham broadway and have done for the past 25 years and it is very difficult for me to perform to the general public if restrictions are put in place this is not to say that improvements are welcome but i must stress the point that we also convey the public from broadway and if this improvement goes ahead then we want to be included in the plans</p>