



## HIGHWAYS ADVISORY COMMITTEE

2 February 2016

**Subject Heading:**

**BUS STOP ACCESSIBILITY &  
LOCAL CENTRE IMPROVEMENTS  
Bevan Way and Central Drive  
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 £180,000 for  
implementation will be met by  
Transport for London through the  
2015/16 Local Implementation Plan  
special allocation for Bevan Way and  
Central Drive.**

**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 on Bevan Way together with changes to the layout of the junction of Bevan Way and Central Drive, plus associated environmental improvements and seeks a recommendation that the proposals be implemented.

The scheme is within **Hacton** 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, junction changes and environmental improvements in Bevan Way and Central Drive set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
  - QO001-OF-A204 & A205-A
2. That it be noted that the estimated cost of £180,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan special allocation for Bevan Way and Central Drive; subject to the Council approving the scheme for implementation.

## 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 Staff have been developing proposals for accessibility along Bevan Way. In undertaking the review, they noted that the highway layout around the existing roundabout junction of Bevan Way and Central Drive was subject to some poor driver behaviour. Staff noted some north-bound drivers were passing on the wrong side of the roundabout and given that the area is subject to a 20mph speed limit, the geometry of the roundabout doesn't promote low speeds. Staff also noted that parking by the shops at Hacton Parade was haphazard and extended around the edge of the roundabout.
- 1.13 In terms of bus stops, the existing south-bound stop is within a layby on the eastern edge of the roundabout which is not considered by Staff to be a desirable layout. There is no northbound stop as a consequence of the route to the south being hail-and-ride; this system of bus operations is not accessible to all as there is no guarantee that a bus driver will stop in a fully accessible position. The current street layout is shown on Drawing QO001-OF-A204&205-EX-A.
- 1.14 Staff took the opportunity to produce a concept design for the junction which sought to deal with the issues above and raised the matter with TfL in terms of future funding potential. TfL was content that the scheme would provide accessible bus stops, but wasn't initially in a position to fund the wider works. However, because of underspends within the Local Implementation Plan elsewhere in London, TfL more recently indicated that should the Council ultimately approve the scheme for this location, they would be in a position to fund it as a special project.
- 1.15 Staff therefore developed the concept further and Drawing QO001-OF-204&205-A shows detailed proposals as follows;
- Removal of the roundabout in favour of a major/ minor junction placed on a speed table,
  - Provision of fully accessible north-bound and south-bound bus stops,
  - 20 formalised parallel and perpendicular parking bay, without payment or time restrictions,
  - Small loading bay on Bevan Way operational Monday to Saturday, 8.30am to 6.30pm, near the shops on Hacton Parade,
  - New footways and green space.

- 1.16 Staff met with two ward councillors in early December to discuss the proposals and support was indicated and they were content for the scheme to proceed to public consultation.
- 1.17 49 letters were delivered to those potentially affected by the scheme on 16<sup>th</sup> December 2015, with a closing date of 8<sup>th</sup> January 2016 for comments.
- 1.18 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 London Buses indicated support for the proposals.
- 2.3 A resident objected to the proposals, suggesting that the roundabout gave people living in the flats privacy; that buses could travel round the roundabout and that trees on the roundabout were recently planted. The resident felt that yellow lines where the bus needed to stop and that the scheme was a waste of money.

## **3.0 Staff Comments**

- 3.1 The Committee will need to consider the issues raised by the resident and decide if they significantly affect the proposals. With regard to the trees, Streetcare's Tree Team is confident that they may be replanted in the new verge areas. Staff are of the view that the current highway layout is poor and the proposals are a significant improvement on the current situation. The funding would be specifically for this scheme should it be approved.

## **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 £180,000 for implementation will be met by Transport for London through the 2015/16 Local Implementation Plan special allocation for Bevan Way and Central Drive. TfL has indicated that it will fund the scheme if the Council approves implementation and the funding cannot be used for any

alternative purposes. 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.

Before a decision can be taken on implementation, proposals for waiting restrictions, parking bays and speed tables require public advertisement.

**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)
Matthew Moore London Buses Infrastructure	This looks good to me.
Resident 82 Central Drive	<p>I am the owner of flat No. 82 Central Drive. I do have objection to the proposed works as I have lived here many years. I believe that rather than you take out the roundabout, which has recently had trees planted, and has no problem with buses getting round the roundabout, you could easily stop parking in one area to allow the buses to stop close to the curb. The roundabout gives us in these flats some privacy and the trees have been planted with the hope they will grow at a cost.</p> <p>I do not see that spending considerable road work costs the remove the roundabout will justify making one bus stop accessible heading towards County Park without removing the roundabout but can put in yellow lines to stop parking where the bus stops. I consider the proposal a waste of public money.</p>