



HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
Upper Rainham Road
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 £28,000 for
implementation (all sites) will be met
by Transport for London through the
2016/17 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 fully accessible bus stops on Upper Rainham Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Hylands** and **Elm Park** wards.

RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommends to the Cabinet Member for Environment, Regulatory Services and Community Safety that the bus stop accessibility improvements on Upper Rainham Road set out in this report and shown on the following drawings (contained within Appendix I) are implemented;
 - QP006-OF-B53-A OPTION 1
 - QP006-OF-B54-A
 - QP006-OF-B55-A
 - QP006-OF-B56-A
 - QP006-OF-B57-A
 - QP006-OF-B58&59-A
 - QP006-OF-B60&61-A
2. That it be noted that the estimated cost of £28,000 for implementation (all sites) will be met by Transport for London through the 2016/17 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 696 bus stops in Havering. 668 are on borough roads, 20 are on the Transport for London Road Network and 8 are in private areas (e.g. Queen's Hospital). Data as of August 2016.
- 1.8 Of these stops, 82% 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 Environment 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 Upper Rainham Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B53 Option 1 BS18372 Hayburn Way	Outside 25 & 27	Bus shelter to be turned around, located to the rear of footway and moved 1.30m north to improve accessibility. Bus stop flag to be relocated 4.90metres south 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B53 Option 2 BS18372 Hayburn Way	Outside 29/31	Bus stop to be relocated 21.90m south to the party wall of 29 & 31. 140mm kerb and associated footway works provided at bus boarding area 33metre 24 hour bus stop clearway
QP006-OF-B54 BS18375 Gordon Avenue	Party wall of 70 & 72	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus

		<p>boarding area</p> <p>21metre 24 hour bus stop clearway</p>
<p>QP006-OF-B55</p> <p>BS18374</p> <p>Gordon Avenue</p>	<p>Outside 105 & 107</p>	<p>Bus stop flag to remain in the same location</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>31metre 24 hour bus stop clearway</p>
<p>QP006-OF-B56</p> <p>BS18374</p> <p>Chestnut Avenue</p>	<p>Opposite 151 & 153</p>	<p>Lay by to be built out by approximately 1.50metres.</p> <p>New kerb radius leading into Bancroft Chase</p> <p>Bus shelter to be relocated 5.80metres north and positioned at the front of footpath</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>37metre 24 hour bus stop clearway</p>
<p>QP006-OF-B57</p> <p>BS18376</p> <p>Chestnut Avenue</p>	<p>Outside 173 & 175</p>	<p>Bus stop to remain in the same location</p> <p>Proposed build out 1.0meter in depth</p> <p>140mm kerb and associated footway works provided at bus boarding area</p> <p>19metre 24 hour bus stop clearway</p> <p>Centre line marking adjusted to suit new scheme</p>
<p>QP006-OF-B58</p>	<p>Opposite 241 &</p>	<p>Bus stop flag to remain in the</p>

BS18379 Laburnum Avenue	243	same location 140mm kerb and associated footway works provided at bus boarding area 31metre 24 hour bus stop clearway
QP006-OF-B58 BS18378 Laburnum Avenue		Bus stop to remain in the same location Proposed build out 1.0meter in depth 140mm kerb and associated footway works provided at bus boarding area 19metre 24 hour bus stop clearway Centre line marking adjusted to suit new scheme
QP006-OF-B59 R0106 Harrow Lodge Park	Opposite medical centre	Bus stop to remain in the same location 37metre 24 hour bus stop clearway
QP006-OF-B60 BS29460 Harrow Lodge Park	Outside medical centre	Bus stop to remain in the same location 37metre 24 hour bus stop clearway

- 1.13 18 letters were hand-delivered to those potentially affected by the scheme on 3rd October 2016, with a closing date of 24th October 2016 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, 6 responses were received as set out in Appendix I to this report.
- 2.2 London Travel Watch supported the proposals.
- 2.3 With regard to the proposed options near Hayburn Way, London Buses indicated support for the bus to remain in its current position (Option 1) as shown on Drawing QP006-OF-B53 Opt 1 A. London Buses also indicated particular support for the proposals for the southbound stops outside Nos. 175 and 261 as shown on Drawings QP006-OF-B57-A and QP006-OF-B58&B59-A.
- 2.4 3 residents responded to the proposals near Hayburn Way. 2 residents indicated support for the proposal leaving the stop in its current position (Option 1 - Drawing QP006-OF-B53 Opt 1 A) and 1 resident supported relocating the stop to the south (Option 2 - Drawing QP006-OF-B53 Opt 2 A).
- 2.5 Those supporting the stop remaining in its current position unhappy that the alternative would move the stop position outside their premises, it would be the cheaper option and it has been in the current position for many years. The resident supporting the relocation felt it would be better away from their premises and would be better away from the junction with Hayburn Way.
- 2.6 1 resident objected to the proposals outside Nos.257/261 (Drawing QP006-OF-B58&B59-A). They were concerned with the shelter touching their wall and didn't want parking spaces opposite their premises as residents had off street parking.

3.0 Staff Comments

- 3.1 With regard to the two options adjacent to Heyburn Way, Staff recommend that because of resident feedback and the views expressed by London Buses, that the stop remain in its current location as set out on QP006-OF-B53-A Option 1.
- 3.2 For the proposals at Nos.257/261, Staff confirm that the proposals did not include relocating the shelter or provision of parking on the opposite side of the road. Staff have looked at various options in the past and the current layout seeks to provide an accessible stop and maintain as much uncontrolled parking on the residential site road as possible. Staff recommend this and the other sites 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 £28,000 for implementation will be met by Transport for London through the 2016/17 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2017, 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 Environment 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 Environment 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: QP006, Bus Stop Accessibility 2016/17

**APPENDIX I
CONSULTATION RESPONSES
SCHEME DRAWINGS**



Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body representing transport user in London. Thank you for consulting with us. We are happy to support this proposal which will enable everyone easier access to bus services
Matt Moore Transport for London London Buses Infrastructure	QP006-OF-B53 OP1 QP006-OF-B53 OP2 QP006-OF-B57 QP006-OF-B58&59	Hayburn Way option 1 shows the shelter having been moved to the back of path. The stop is already accessible in terms of stop/shelter layout and I will not be moving the shelter in order to reduce costs. I am particularly happy with the plans for the stops os 175 and 261. Due to parking, these stops are currently totally inaccessible at most times of the day. It is very difficult and frankly quite dangerous for passengers to board and alight at these stops due to the parking issue. These plans provide a good solution to this ongoing problem.
Resident 27 Upper Rainham Road	QP006-OF-B53 OP1 QP006-OF-B53 OP2	My husband and I and I know many of our neighbours down Hayburn Way feel the bus stop where it is causes danger for cars stopping behind a bus and those coming around the bend too fast, which often happens. We feel it is too close to the turning of Hayburn Way, making it more difficult and dangerous for those vehicles coming out from an already tricky turning. We have always felt it would be safer for all of the bus stop was further down the road, but as I had contacted the council requesting a bin, as no where for people to put rubbish so we get it in our garden, to be told you would look into it but long process and expensive I didn't think suggesting it be moved would be considered. I know no one want a bus stop outside their house, but I/we feel it would be safer for all to move it. We therefore feel option 2 is the best for us and for safety.

<p>Resident 29 Upper Rainham Road</p>	<p>QP006-OF-B53 OP1 QP006-OF-B53 OP2</p>	<p>All I can understand that there are 2 suggested options regarding Hayburn Way bus stop. Option 1 is to keep the bus stop more or less where it is and the second option is to relocate it right in front of my property. To be honest I am not happy at all with the second option and would like to register my concerns.</p>
<p>Resident 31 Upper Rainham Road</p>	<p>QP006-OF-B53 OP1 QP006-OF-B53 OP2</p>	<p>With reference to the above proposal, as local residents and regular bus users, we recognise the benefits of improved accessibility at bus stops. We understand the reason for the suggested works is to increase the length of the access zone. On this basis we wish to register our objection to moving bus stop 53 as detailed in Option 2 of your proposals.</p> <p>Option 1 The plans clearly show that the improved accessibility can be fully achieved by turning the bus shelter around at it's present location. This immediately adds 5 metres to the access platform length. We are informed that the cost of Option 1 might be approximately £4000 - £5000.</p> <p>Option 2 This achieves the same accessibility objectives as Option 1 but does not provide a Shelter. We are informed that the cost of Option 2 may be in the region of £20000. We consider Option 1 to be the best choice for the following reasons:</p> <ul style="list-style-type: none"> • 1. It achieves the required improvement in accessibility for bus users. • 2. It retains the shelter for the benefit of bus users. • 3. Enabling work would be less disruptive to local residents, bus and road users. • 4. The cost advantages are huge. Option 1 may cost a quarter of Option 2 and therefore represents best value for taxpayers. <p>We would also like to add that the existing bus stop has been sited in it's current location for at least 30 years and local residents have purchased their properties with</p>

		<p>this in mind. We feel that we would suffer a negative impact from having the bus stop outside our house. Our concerns are regarding potential noise, litter and privacy issues. We would not have purchased a property with a bus stop outside for these reasons. It would also have a negative impact on the value and saleability of our property.</p> <p>We have tried to be fair and objective when considering these proposals and trust you will find our objections to Option 2 worthy of your support.</p>
<p>Resident 259 Upper Rainham Road</p>	<p>QP006-OF-B58&59</p>	<p>I am writing with regards to the alteration of Bus Shelter and Marking in our road, first we already have a high kerb and next if the shelter is moved back it will be nearly touching my wall. I get enough mess were it is with without being near plus no one will be able to walk by and as for all that marking in the road, 8 or 9 houses we've only got one bus and that runs when it thinks it will as regards to opposite, we don't want any parking bays over there, everybodys got their own run in, that will encourage strangers to park there, plus the trees, bushes, mound of earth was put there to stop the noise from the Skate Board Park, and they are all established, why should they be but down. This council cant stand to see any greenery, they either build on it or destroy it. I bet none of the big wigs would have these problems outside their houses or roads we are not happy.</p>