



## HIGHWAYS ADVISORY COMMITTEE

6 December 2016

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
Firbank 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 £750 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	[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 provision of a partially accessible bus stop on Firbank Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Haverling Park** ward.

## 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 Firbank Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
  - QP006-OF-B75-A
2. That it be noted that the estimated cost of £750 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 Firbank Road as set out in the following table;

<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QP006-OF-B75	Outside property No 9 & 11	Bus stop flag to remain in the same location 37metre 24 hour bus stop clearway  Will make single door accessible as there is no alternative position in the street.

- 1.13 6 letters were hand-delivered to those potentially affected by the scheme on 3<sup>rd</sup> October 2016, with a closing date of 24<sup>th</sup> 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, 2 responses were received as set out in Appendix I to this report.
- 2.2 London Travel Watch supported the proposals.
- 2.3 A resident objected to the proposals as they would restrict access to their driveway, mean parking elsewhere causing stress, resident is disabled and has never had a problem accessing the bus, would prevent parking outside house causing stress to disabled householder, bus stop would lead to driveways being lost for other residents, no additional parking is proposed, driveway being blocked would in against rights under the Equality Act, changing the bus stop position doesn't make sense but it would affect property values and the disabled householder would be prepared to challenge the Council in court. The resident also refers to concerns about overspill parking from a recently permitted development of the Pinewood pub, the clearway leading to speeding and therefore it would be harder to cross with their child.

### **3.0 Staff Comments**

- 3.1 The bus stop is not proposed to be relocated and there are no proposals to remove any vehicle crossings to residents' off street parking. The proposals are to provide a clearway so that buses may pull into the kerb unhindered. In the event that a bus is stationary and a resident wishes to access/ egress their off street parking, then they would have to wait as is currently the case. This section of Firbank Road has had footway parking provided on the opposite side of the road (4-wheels up with dropped kerbs for easy access), including a blue badge bay opposite the bus stop.
- 3.2 The Committee will need to decide what weight the comments should have, but Staff recommend that the proposal 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 £750 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	QP006-OF-B75-A	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.
Resident 9 Firbank Road	QP006-OF-B75-A	<p>A registered disabled person lives at Number 9 Firbank Road.</p> <p>[name removed] would have his access restricted 100 % should this proposed plan be put through.</p> <p>We would lose access to our driveway and this would mean finding parking further down the road, thus causing additional stress to someone suffering from PTSD.</p> <p>“The work generally includes the provision of a section of high kerb and associated adjustments so that all passengers can board and alight buses in as near a step-free and safe way possible” – this is currently in place in the bus stop’s current position and all adjustments to that area have been made accessible within the last 2 years, in accordance with all Legislation.</p> <p>If you move the bus waiting area from its current position you will need to make further adjustments which would incur additional costs which are not necessary.</p> <p>You mention that this is especially helpful to people using wheelchairs, people with buggies, people with assistance dogs and people with reduced mobility – [name removed] has restricted mobility as he wears a leg brace and he has a registered assistance dog. Neither one of these aspects have ever restricted him getting on the bus outside his house.</p>



		<p>[name removed] preferred method of travel is using my car, as his PTSD does not always allow him to travel on public transport surrounded by people. Your proposed plans would cause him additional stress, as he would not be able to park outside the house.</p> <p>Having a bus stop clearway in place as noted on your plans is not a bad thing as it would stop vehicles blocking our entrance to our driveway, however what it would do is to provide a clear route to motorbikes and cars who are already using Firbank Road as a speedway track and inadvertently create a more dangerous environment for the residents, children and local Primary School as the cars currently parking on the road, would therefore be unable to park and the clearway would be a green light for more high speed driving.</p> <p>If the bus stop / waiting area is moved to outside our house, this would mean we would lose access to our driveway, as would number 3, 5,7,11 &amp; 13. In total that would account for between 10 – 12 cars that could not park outside their houses and would require somewhere else to park.</p> <p>In your current plan there is no additional parking plans.</p> <p>As far as we are concerned by having one or two buses waiting right outside our house, blocking our driveway, it would infringe on our rights as homeowners to access our own property. It would also infringe on [name removed] rights as a disabled person under the Equality Act 2010, to have free access to his property without having additional stress placed on him. I believe the relevant part of the Act can be found as stated in c 15, Chapter 2, Adjustments for disabled persons, Section 20</p> <p>The points you have mentioned as reasons for the change in location of the bus stop, do not make sense and will do nothing to improve disabled access to the buses.</p>
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		<p>It would however diminish the value of our properties as parking would no longer be possible and therefore we would be looking at compensation for the loss of this facility and no doubt [name removed] would like to challenge the reasoning behind this change, in court.</p> <p>With the approval of planning permission for the Pinewood Pub site, this will further increase the pressures of parking, especially during construction and then subsequently when the 32 flats are occupied. In the initial challenge to the plans objections were made “The Council considers that the proposal would result in unacceptable overspill onto adjoining roads due to the limited availability of on-street parking within the immediate vicinity which would be detrimental to highway safety and residential amenity. I note that the Highways Authority has also objected to the proposal.”</p> <p>“The appellant has undertaken a survey of on-street parking availability which they consider shows that there is sufficient on-street parking available in the neighbouring streets. The survey was undertaken at 0430 hours (what day of the week and during summer holidays?) when on-street parking is likely to be at its maximum. It shows that at peak periods a total of 41 spare spaces were available within 200m of the site. Whilst there are a number of dropped kerbs in the vicinity the parking survey has already taken account of this.” These 41 spare spaces are no doubt located in St Johns Road alongside Havering Park and not Firbank Road and therefore the residents due to be disrupted by this matter will have to walk to another road to park. I am not prepared to walk my 6 year old along a street that has no designated crossing area despite Pinewood Primary School being in close proximity, when you are about to create a clearway ‘speedway’ track.</p>
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