



HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
Bevan Way (revised proposals)
Outcome of public consultation**

CMT Lead:

Steve Moore

Report Author and contact details:

**Mark Philpotts
Principal Engineer
01708 433751
mark.philpotts@havering.gov.uk**

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 £22,000 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 Bevan Way and a new footway link on Hacton Lane 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, Regulatory Services and Community Safety that the bus stop accessibility improvements on Bevan Way and new footway link on Hacton Lane set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B3&B4-A OPT 2
2. That it be noted that the estimated cost of £22,000 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 to improve a pair of stops on Bevan Way were consulted and presented to the Committee on 6th September 2016 and are shown on Drawing QP006-OF-B3&B4-A. Due to the level of objection from residents, the Committee rejected the proposals and Staff were asked to consult on an alternative which kept the stops in their current positions.
- 1.13 A revised proposal is shown on Drawing QP006-OF-B3&B4-A Opt 2. This includes a new footway link along Hacton Lane which would provide a direct walking connection from the southbound stop on Bevan Way and the existing pedestrian refuge servicing the area to the east of Hacton Lane. This link was requested by ward councillors.
- 1.14 12 letters were hand-delivered to those potentially affected by the scheme on 13th October 2016, with a closing date of 4th November 2016 for comments (the same group of residents affected by the original proposal).

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 1 response was received as set out in Appendix I to this report.
- 2.2 A resident objected to the proposals as summarised below;
- People accessing the southbound stop can already access it by crossing Bevan Way from the Hacton Lane crossing, walking south and then crossing back,
 - Resident has been refused a vehicle crossing twice because of the bus stop proposals,
 - Resident wishes for a driveway for the safety of their children,
 - Hacton Lane pathway is not cost effective,
 - High kerbs and red paving would be out of character with the houses,
 - Scheme would devalue property,
 - Hail and ride should operate at this location

3.0 Staff Comments

- 3.1 Maintaining the northbound stop in its current position and making it accessible means that it would not be possible to provide a vehicle crossing for the resident who has objected. A vehicle crossing would mean that the existing location could never be made accessible. The original proposal would allow this resident to have a vehicle crossing and it made allowances for residents either side of the relocated stop to have a vehicle crossing.

- 3.2 Transport for London would not remove the stops and make all of Bevan Way hail-and-ride because it is not possible to ensure that all places where a bus may be hailed are fully accessible. TfL has an aspiration to convert hail-and-ride routes to fixed-stops because of this accessibility issue.
- 3.3 The footway link along Hacton Lane has been requested by ward councillors.
- 3.4 The other matters are for members to weight and make a decision accordingly.

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 £22,000 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)
Resident 12 Bevan Way	QP006-OF-B3&B4-A Opt 2	<p>I write to you to express my opposition to the above proposal put forward by Havering Council on 13th October 2016. I state my reasons for objecting this proposal below.</p> <p>The proposal considers a pathway to aid those individuals travelling from the other side of the Hacton Lane (e.g Clement Way) safely as they aim to get to the bus stop opposite 26 and 28 Bevan Way. Currently these individuals have an access point as they can cross onto Bevan Way from Hacton Lane and walk across the pavement before crossing to the bus stop opposite 26 and 28 Bevan Way. If this new pathway access point proposal is for safety purposes it gives me the impression of double standards being set by the Council. I have previously been refused a vehicle crossover on two occasions due to the bus stop proposals on Bevan Way, which as yet have not been approved.</p> <p>My desire for a driveway is based around the fact that I have a 2 year old child and a newborn due in early November and the safety of a driveway is paramount in my opinion. Without the driveway, I am having to cross this busy road every day with my children when a drive should be possible. If a pathway is installed due to improving safety issues relating to the bus stop outside 26-28 Bevan Way how is this situation any different to my current situation I face on a day to day basis? It very much makes me feel that my family and I are not of importance to Havering Council despite remaining law abiding, paying our Council Taxes and having lived in Havering for over 80% of our lives.</p> <p>Mark Philpotts has kindly provided me information regarding the pathway and the suggestion is that this will cost £15,000 of TfL money which in my opinion makes it not very cost effective when an alternative access point already exists.</p>

		<p>From discussions with Mark Philpotts I understand that the kerbs would need to be repaved red to distinguish that this was the bus stop boarding area. This will therefore look completely out of sync with the rest of the street. Bevan Way still maintains many of its 1950s style characteristics and such a change seems unnecessary and one which will cost a significant amount of money for little reward. It will also single out my house (number 12 Bevan Way) as being inferior to all other properties around it. We currently live with the bus stop being outside our house. In its current state the stop is discrete and the bus comes once every 10minutes. Under new proposals we will constantly have this eye sore in our line of vision which will not only depress us but also potentially reduce the value of our property. In this case I ask the question, would Havering Council be willing to reimburse me any lost value on my property if this proposal were to go ahead and it is confirmed by an independent agent that the house price has been adversely impacted by this proposal?</p> <p>Furthermore, the 193 bus service does operate a 'Hail and Ride' policy throughout parts of its route. The section between Newmarket Way, Ascot Gardens and Vaughan Avenue adopt this approach nearby. Why can this approach not be considered along Bevan Way? We currently have a number of properties which do not have vehicle crossovers and therefore offer the bus a number of potential stopping points should a passenger with accessibility issues require to get on or off. This would not single out one property as it this proposal currently does with 12 Bevan Way and would still offer the bus a chance to stop on an area of 12metres of kerb.</p> <p>I truly believe that should this proposal be accepted, the long-term safety of my family is constantly at risk due to us having to cross over this busy road with young children who are not at an age where they can appreciate the dangers of fast moving vehicles. The Ward Councillors have proposed this same safety issue warrants the need for a new pathway, at a substantial cost to the public, to support those individuals looking to use the 193 bus around Bevan Way. Therefore, how can it be justified that such a pathway can be granted when my</p>
--	--	---

		<p>family's safety is being overlooked at its expense.</p> <p>I also do not feel that the benefit outweighs the cost of this project especially as a number of access points for the bus already exist. Finally, as mentioned I believe this will impact the value of my home and makes my wife and I feel as though we are being treated as secondary citizens within Havering as the Council continue to put forward these proposals which will so greatly impact our day to day lives.</p> <p>To quote your own Council vision stated on the website under 'Havering's Vision' you specifically state "we want you to be safe". It also states that "we want you to be proud to live in Havering—where we respect each other, value our traditions and work together to improve our quality of life". I feel by adopting this proposal and subsequently eradicating my chance to keep my family safe you are failing me on your own vision.</p> <p>I would appreciate if you can include this letter within your report as a firm opposition to the proposal.</p>
--	--	--