



HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
St Mary's Lane
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 £23,000 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 St Marys Lane and seeks a recommendation that the proposals be implemented.

The scheme is within **Upminster** 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 St Marys Lane set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B39&B40-A
 - QP006-OF- B41-A
 - QP006-OF-B42&B43-A
 - QP006-OF- B44-A
2. That it be noted that the estimated cost of £23,000 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 St Marys Lane as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B39&B40-A BP2899 Chester Avenue	Outside 12 Westbury Terrace.	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B39&B40-A BP2900 Chester Avenue	Outside 11-12 Litchfield Terrace	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B41 BP2902 Winchester Avenue	Outside 44-45	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 25metre 24 hour bus stop clearway
QP006-OF-B42&B43-A BP2903 Franks Cottages	Opposite 1 Franks Cottages	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area

		21metre 24 hour bus stop clearway
QP006-OF-B42&B43-A BP2904 Franks Cottages	Existing location outside 5 & 6 Franks Cottages	Bus stop flag to be relocated 48.60metres east 140mm kerb and associated footway works provided at bus boarding area 21metre 24 hour bus stop clearway New uncontrolled crossing outside 6 Franks Cottages
QP006-OF-B44 BP2905 Wynggray Farm	Opposite Wynggray Farm	Bus stop flag to remain in the same location 140mm kerb and associated footway works provided at bus boarding area 21metre 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, 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 of Frank's Cottages noted that the proposed stop relocation would take it clear of residents' vehicle crossings and commented on the need to ensure drainage is not affected by the proposed location, that the bus service was not frequent and suggested that the stop be moved to the west, commented that the footway on the south side of the road was narrow and that drivers often sped along St Marys Lane. The resident suggested that the 40mph speed limit should be reduced to 30mph and the area made safer as they suffered from diverting traffic when there is an incident on trunk roads and the M25.

3.0 Staff Comments

- 3.1 The proposed stop location is as close to the current one as possible and is the closest option to make the site accessible. To the west of Frank's Cottages, there is no footway. The footway in the immediate vicinity of the stop opposite side of the road to Frank's Cottages would be improved within the highway boundary as it is currently overgrown. The issues of diverting and speeding drivers are beyond the scope of the bus stop accessibility programme as a significant length of St Marys Lane is involved.
- 3.2 Staff recommend the works be implemented 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 £23,000 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
Resident 7 Franks Cottages	QP006-OF-B42&B43-A Franks Cottages	<p>We refer to your letter dated 3rd October 2016 together including drawing title BP29023 and BP2904 FRANKS COTTAGES and wish to make the following comments in relation to that proposal.</p> <p>1.The proposed location for the eastbound bus stop places it clear of residents driveways and allows for future unimpeded access to the highway, by all Franks Cottages residents. Please note that the proposed works for the eastbound bus stand are very close to an existing drainage ditch. It is therefore imperative that the ditch remains unobstructed and free flowing. The only piped, surface water road drainage, is positioned along the southern kerb line. The camber to the centre line of the road means that the piped drain only takes half of the surface water from the road. The drainage ditch on the northern kerblines takes the other half. and if in any way obstructed, causes flooding to the front driveways either through direct passage of water from the road, or passing car tyres sending spray-water over the pavement and into the driveways.</p> <p>2.Currently and regrettably, the bus timetable does not align with commuter or school attendance routines. Coupled with the two hourly bus service here at Frank's Cottages there appears, unsurprisingly, more reliance on alternative transport ie. car bicycle and on foot. For more uptake on journeys we wonder if there is any merit in locating the eastbound bus stand further west to be closer to the entrance of Cranham Golf Course and Youngs Farm Shop, or alternatively, provide a better timetable for the bus route to meet the needs of the customer.</p>

		<p>3. The upgrading of the bus stands and provision of a crossing point should not be taken in isolation. We would suggest that the following additional items listed below be given serious consideration:</p> <ul style="list-style-type: none">● The Pavement adjacent to and parallel with the boundary of Cranham Golf Course is difficult to negotiate, poorly surfaced and in parts, less than 600mm wide to the kerblineline. To expect a less abled person to negotiate this whilst en-route to a perfectly upgraded bus stand would be totally wrong. Were that person in a wheelchair or indeed a resident with a child in a pram, it would not be a pleasant experience. Unless the footway is upgraded in width and surfacing, the uncontrolled crossing point could easily lead the less able user to a difficult environment. Added to this● The actual speed of vehicles on the carriageway compounds the difficulties that can be experienced by all pedestrian users and not just those who are less able. You will be aware that a few years ago, the section of St.Mary's Lane between Pike Lane in the east and the new Solar Farm in the west was restricted to a 40mph speed limit. Whilst we have no equipment capable of measuring the speed of vehicles passing Franks Cottages, we are able to gain a reasonable estimate of the travelling speeds in both an easterly and westerly direction. As residents when the road was subject to national speed limits, we can safely say that compliance to 40mph is very limited. We are of course able to observe and assess the speed of passing vehicles through;● the difficulty experienced when attempting to access the highway from our driveway,● gardening and maintaining the front of our property● and in particular, when crossing the road to use the narrow footpath, either (east) to access the bridleway to Thames Chase Forest Centre or walk (west) towards Cranham and Upminster. Having safely accessed the narrow footpath, the fast moving cars vans and lorries passing so closely can be an unnerving experience for any pedestrian.
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		<p>We would ask that serious consideration be given to extending the 30mph zone beyond Pike Lane to a point adjacent to the new Solar Farm or indeed further beyond to the mini roundabout junction with Clay Tye Road.</p> <ul style="list-style-type: none">● The traffic flow in this section of St. Mary's Lane seems to vary considerably through particular times of the day and night and through incidents or major road works that occur on trunk roads such as the A13 the A127 and in particular, the M25. We do, of course, understand that St.Mary's Lane is by definition a through route. Again, we have no measuring equipment for statistics, but as soon as a problem occurs on an adjacent or parallel route, our section of roadway, understandably, becomes very popular. So in addition to the above bullet points regarding vehicle speed past Franks Cottages, we both feel, as Havering residents, we should not be so directly affected by drivers using this as an alternative route and who appear more concerned with meeting deadlines than road safety and the speed limit. Couple this with the intention to provide an uncontrolled crossing point for all abilities, we would again ask that serious consideration be given to extending the 30mph limit as suggested above and make this portion of Havering a safer and calmer place for all concerned. <p>Thank you for the opportunity to comment on your proposal. Please would you acknowledge receipt of our observations.</p>
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