



HIGHWAYS ADVISORY COMMITTEE

6 December 2016

Subject Heading:

**BUS STOP ACCESSIBILITY
Upper Brentwood 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 £10,000 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	[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 fully accessible bus stops on Upper Rainham Road and seeks a recommendation that the proposals be implemented.

The scheme is within **Squirrels Heath** 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 Upper Brentwood Road set out in this report and shown on the following drawing (contained within Appendix I) are implemented;
 - QP006-OF-B48&49-A
 - QP006-OF-B52-A (including upgrade of fire access Durham Avenue)
2. That it be noted that because of the level of objections received from respondents and Royal Liberty School, that the proposals shown on Drawing QP006-OF-B50&B51-A are withdrawn and Staff will consult on a revised layout and bring a further report to the Committee.
3. That it be noted that the estimated cost of £10,000 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 Brentwood Road as set out in the following table;

Drawing Reference	Location	Description of proposals
QP006-OF-B48 BS20076 Western Avenue	Outside property No 566 & 588	Bus stop flag to remain in the same location 29metre 24 hour bus stop clearway
QP006-OF-B49 BS20076 Western Avenue	Outside property No 535	Bus stop flag to remain in the same location 29metre 24 hour bus stop clearway
QP006-OF-B50 BS20080 Royal Liberty School	Opposite property 472	Bus stop flag to remain in the same location 35metre 24 hour bus stop clearway
QP006-OF-B51 BS20081 Royal Liberty School	Existing location outside 464 & 466	Bus stop to be relocated 42.30m south west to outside property number 458. Footway to be widened by 1metre (all vehicle crossovers to remain) Existing signalised crossing 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-B52 BS20082 Durham Avenue	Outside 469	Bus shelter to remain in the same location Bus stop flag to be relocated 4.58metres north 140mm kerb and associated footway works provided at bus boarding area 37metre 24 hour bus stop clearway New configuration of fire gate leading to Durham Avenue

1.13 44 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, 9 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 proposals in the vicinity of Royal Liberty School (Drawing QP006-OF-B50&B51-A), 8 responses objecting to the proposals were received along with a 31 signature petition against the proposals being lodged through the Council's website. One of the objectors was the school which noted there would be some advantages, but they were outweighed by the disadvantages.

2.4 The objections are summarised as follows;

- Concerns that pupils will not use the crossing to access the relocated stop,
- Noise impact on Dorian House,
- The new bus stop position would impact on the care home for emergencies,
- The arrangement would cause traffic delays,
- Buses would block scout hall access,

- Buses would block care home access,
- Safety of junction with South View Drive would be affected,
- Loss of on-street parking,
- Footway for proposal is not wide enough,
- Proposal would increase noise and pollution,
- Would add to local disruption caused by Crossrail,

3.0 Staff Comments

- 3.1 With regard to the proposals outside Royal Liberty School shown on Drawing QP006-OF-B50&B51-A, the layout was designed to place the southbound bus stop on the exit side of the crossing, rather than maintaining the existing layout which has the stop on the approach. Given the level of objection, Staff withdraw the proposal and will review the layout with further consultation and a separate report will be brought to the Committee.
- 3.2 No adverse comments were received in response to the other proposals and for these, Staff recommend they 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 £10,000 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
Royal Liberty School	QP006-OF-B50&B51-A	<p>I am writing to express our opinions with regard to the proposed bus stop accessibility programme out side our school. Whilst I can appreciate that it is important that all bus stops should be made accessible, this shouldn't be to the detriment to the safety of the students in our school.</p> <p>I met with students in the school and we have the following points that we would like raised:-</p> <ul style="list-style-type: none">• Moving the bus stop leads to issues regarding students exiting the pedestrian gate in South Drive. We felt that students would not walk back to the crossing to get to the relocated bus stop (going towards Romford), thus putting our students at risk.• Some students inevitably cross at various points but by moving the bus stop to the new location there are concerns that students will cross in front of the bus, plus have to deal with cars entering/exiting South Drive (from the other school, St Mary's Hare Park).• Students raised concerns about the level of noise etc for Dorian House. Students are aware that this is a residential home and were concerned about the increase in noise for the residents.• On a positive note the students discussed that moving the bus stop could also be seen in a positive way as by moving them further apart would ease congestion as if a bus stops either side, it blocks the whole road - causing traffic to form.

		<p>I have a few questions that I feel are important to acknowledge before any decision is made:-</p> <ul style="list-style-type: none"> • Has anyone from Highways been down to observe how the bus stops and crossing works on a normal school day? I think that this would be beneficial so that Highways can fully appreciate what impact moving the bus stop would have on our school and our students. • Also, has St Mary's Hare Park School been consulted on this proposed move? Their students, and parents, use the bus stops and I think that they should have also been allowed to voice any concerns to the proposed move. <p>I do hope that our views are taken into account when considering this proposed move.</p>
No address given	QP006-OF-B50&B51-A	<p>I am writing to you with comments regarding the proposed bus stop relocation on Upper Brentwood Road. Whilst I can see the benefits behind the scheme with regard to improved usage for a wider range of user groups I have some issues with the planed proposal that I would like to bring to your attention;</p> <ol style="list-style-type: none"> 1. The bus stop is too be relocated outside a care home. The road space in which the new bus stop has been allocated is frequently occupied by emergency service vehicles responding to calls from the care home. The bus stop will most likely not deter emergency vehicles from stopping here which will cause the bus stop to be blocked for some time, causing confusion to bus drivers and for those waiting for the bus. 2. The bus stop is placed directly behind the pedestrian crossing which is frequently used especially in peak times by school children. When the pedestrian crossing is in use, the bus will have to wait on a red light before proceeding to the stop. The bus stopping would then prevent cars from overtaking, particularly due to the narrowed lane width causing potential delays because the traffic waiting

		<p>upstream of the crossing will not have a chance to clear. In busy periods some cases it may take 2-3 cycles of the pedestrian crossing before the traffic returns to normal levels.</p> <p>3. The scheme has only been brought to my attention as I am a scout leader at the Robert Falcon Scott Lodge, by one of our neighbours following a conversation with another leader. As you may know that our access is shared by the care home and the proposed bus stop overlaps our access. When a bus pulls up it is highly likely that the access would become blocked and vehicles wish to using this access will have to wait, holding up traffic in both directions before the entry becomes clear.</p> <p>4. The bus stop is used by a large number of school children after school and I am sure you will agree that a large group of children waiting outside the care home will be intimidating to those inside. Whilst I fully understand reasons behind the bus stop had to be relocated and that its bad practise to have bus stops overlapping I am sure that Havering council can find a solution that prevents buses stopping downstream of the pedestrian crossing eliminating the issues listed above.</p>
<p>Resident 7 South Drive</p>	<p>QP006-OF-B50&B51-A</p>	<p>- I feel that access in & out of Robert Falcon Scott Lodge will be restricted and especially hazardous to the young people who regularly use this hall. This is particularly relevant in the evenings and when it is dark.</p> <p>-Traffic in and out of South Drive will have a more restricted view when exiting. It is already very difficult to see traffic approaching from the south west due to the junction layout. Approaching traffic from the direction of Gallows Corner is fast and high volume during most of the day and is now even higher due to people diverting due to road works on A127.Traffic often queues in and out of South Drive, mainly at school times. There is persistent indiscriminate parking in South Drive at school times - this needs to be more efficiently monitored by Traffic Enforcement.</p>

		<p>- Pupils from The Royal Liberty School exit from the gate at the bottom of South Drive. They will be inclined to run across Upper Brentwood Road at this point if a bus is coming or waiting. I think this is a potential accident black spot and very dangerous.</p> <p>- Hopefully, the few parking spaces outside 456 - 452 will not be lost. These do take some of the pressure off parking in South Drive.</p> <p>- Before these proposals are implemented, It might be helpful if the area was viewed by Street Management during the busy periods 8.00 - 9.00 in the morning and 2.30 - 3.30 in the afternoon to see the affect the school traffic (Royal Liberty & St.Mary's South Drive) has on the area. It is already particularly difficult, these proposals will make it much worse. Why not leave everything as is with some fine tuning ?</p>
No address given	QP006-OF-B50&B51-A	<p>The proposed move of the bus stop on Upper Brentwood road and road widening will cause a complete traffic gridlock nightmare, not to mention the fact that I believe you are placing this into a blind spot where the road bends.</p> <p>In the best case this may cause a car accident in the worst case and right in front of the school I feel a child may get run over. The school children use the side gate of the school which would now take them further away from the crossing with no incentive to use said crossing but instead they may choose to simply cross the road of their own accord. The crossing in its current position serves a couple of purposes in that it helps to slow down the traffic including the busses, which fly along the road.</p>
No address given	QP006-OF-B50&B51-A	<p>I received your letter regarding the proposed move of the bus stop on Upper Brentwood road from outside 464/466 to 458 and would like it noted that I and some other residents strongly oppose to this proposition.</p> <p>You propose to move the stop to an area on the street which already has a very</p>

		<p>narrow pedestrian walkway in view of this I find several flaws in this proposition:-</p> <p>I cannot see how someone in a wheel chair or with a buggy would manage to get through this already single file section of the pavement if you introduce a bus stop, where people may gather and a post may be placed. Additionally you propose to put this outside a home for dementia suffers, who are often collected and returned in ambulances/dial a ride and such vehicles need space and room to move elderly people from and to the premises. The bus stop would hinder this and cause added time on what already may be a time sensitive situation. Additionally doctors or nurses who visit the care home regularly often park in this area and you will again be restricted the medial care of already very sick people. Not to mention their privacy may be envaded as a double decker bus will be level with their upstairs windows, this may cause noise pollution and keep residents awake at night as the home and houses at this end of the street are so close to the road.</p> <p>Furthermore this proposal takes away parking which is only restricted for 2 hours a day at present from residents who do not have front drives to park on and you are making this a 24 hour bus clearway. Again this includes elderly people who need this space so that relatives can care for them and bring delivery and medication.</p> <p>The proposition includes a section that appears to include a side drive as part of the bus clearance zone, this side drive/dropped curb has three properties that access this, this is not a normal one house drive way with the care home and a scout hall also using this area and due to this has a high volume of traffic. The care home have specialist contractors (to dispose of sensitive waste, drain clearance etc.) and I believe that the new proposition would become an accident blackspot with several different type of vehicles having to pull across the front of the bus stop/bus that may be attempting to pull out of the bus stop. Additionally as the scout hall has children there most nights and at weekends, they could run out straight into a bus pulling out of the stop thus again causing a very high risk of a serious accident involving children.</p>
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		<p>You propose to extend the pavement, but on an already busy road, opposite a busy turning with two schools next to it, this would surely only push traffic into the path of a bus.</p> <p>I understand that to have a bus shelter you require a pavement space of 3.3 metres, however even with a pavement extension there will only be 2.3 metres, well below the minimum required and I cannot see how this is legally acceptable. I note from the TFL website that one of the considerations for a bus stop is where there is adequate footpath width, something that this proposed location seriously lacks! In fact this locations fails on many of the TFL guidelines namely “it shouldn’t affect road safety/it shouldn’t be near sites likely to be obstructed (i.e by an ambulance)/there isn’t room for a bus shelter”</p> <p>I do not feel that any consideration for the residents has been made in these plans and must stress that it would surely make much more sense to move the crossing to behind the bus stop or update the current bus stop but leave it in its current location where it has been for years and seemingly caused no issues.</p> <p>Finally if you do continue with your proposal I may have no option but to seek compensation under the land compensation act 1973 for the increased noise, vibration and fumes that the bus stop will cause me and therefore the reduction in my property value.</p>
<p>Resident 564 Upper Brentwood Road</p>	<p>QP006-OF-B50&B51-A</p>	<p>I would refer to our telephone conversation a short while ago in connection with the above Accessibility Programme.</p> <p>My mother [name removed] and I are owners of 564 upper Brentwood Road. On enquiry you confirmed that the vehicle cross-over serving 564 and 566 will not be affected by the proposals and maintained as existing.</p> <p>In addition you confirmed that the current footway parking extending in front of 564 and 562 will also be a maintained and unaffected. It is important that this is correct</p>

		<p>so please confirm that I have understood the intent.</p> <p>You also mentioned that the proposed 29m takes account of the fact that the bus route only covers 1 bus otherwise the clearway would have been longer.</p> <p>Notwithstanding your efforts, it cannot be guaranteed that the bus drivers actually pull in to the kerb for disabled users or people with pushchairs or limited mobility. I would urge that when this goes to Committee, Darren Wise in his capacity as chair writes to the Bus Company requesting that they issue a directive to ALL drivers to make use of the clearways otherwise to be blunt it is a waste of local residents council tax.</p>
No address given	QP006-OF-B50&B51-A	<p>Whilst welcoming the Accessibility programme, I am writing this letter to oppose the move of the bus stop from its existing location 464 & 466 to 458 Upper Brentwood Road. It has been many a year since I've written any letter and it's only with the great patience of a younger relative I am able to do so on this occasion. Hopefully this will help you understand how strongly I feel about this proposal, which even at this early stage has caused me great distress. I am writing anonymously as I do not wish to distress or cause offence to anyone mentioned in this piece. I have listed joint grievances on page two; I would appreciate if you could take the time to read my views.</p> <p>To begin with on a personal level, I want to state I have lived in a neighbouring property (to 458) for many, many years. I fear that these changes will dramatically affect my daily wellbeing. There will clearly be more noise from both the bus itself and passengers, while also I do not welcome the aesthetic nature of the stop. To truly understand my issues you need to understand my property is not set back from the road. In fact in my more agile days I could touch the front wall from my door. A bus could be stopping virtually meters from the windows to my home, which I consider a serious invasion of my privacy. In addition I am concerned that groups could gather close to my home when awaiting transportation. This may even include the use of a low level wall on both my and neighbouring properties as</p>

		<p>a makeshift seating area.</p> <p>Looking at the plans it looks as though available parking facilities will be dramatically reduced due to the widening of the pavement. Whilst I appreciate this is only available at certain hours during the day, the complete removal of spaces will have a dramatic effect on me as a resident. I have no off street parking and regularly rely on relatives or friends to provide medication, basic supplies ect. If their parking resource is taken away this could seriously affect their ability to do this.</p> <p>Furthermore I am concerned that my own home will offer no peace from wide scale construction work. Seemingly every other week I receive letters about extensive construction work to complete the Crossrail project. I believe this is on-going until 2018. I have no desire for the front of my home to have major construction while at the rear all I can hear is hammering and drilling, such is commonplace currently. I appreciate these are temporary concerns but on a more permanent level I could have a higher frequency of trains at the rear and a bus that stops yards from my home. Is that seriously in the best interest of a long standing Havering resident? I want to conclude by saying I want to one day pass the home I have lived in and loved for many years to relatives. I would like this done without worry the pitfalls this proposal brings about.</p> <p>I have listed other points which only by living in the property as long as I have may be of interest: Property 456 Upper Brentwood Road - A serious invasion of privacy. - Noise pollution from extra traffic from bus and passengers.</p> <p>24 Clearway encroaches outside of their property and also an incoming bus could hinder their access to the rear both on arrival and departure. Furthermore this rear access is used by a total of three parties including the care home, scout hall and of course 456. It is a busy space and any potential obstructions from a bus stop, bus, passengers could create a unwelcome danger to a driver looking to enter/exit the sideways.</p>
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		<p>Passengers may not also be completely safe if they are in congregation near a busy exit/entrance route.</p> <p>Property 458 Upper Brentwood Road - Dothan House This is a care home for Dementia Patients.</p> <ul style="list-style-type: none">- I'm not sure it would be in the best interest of their wellbeing for a bus stop. The extra noise and traffic could cause them to being agitated. In the past I have seen them look out or bang on windows, rattle doors ect.- If I was a passenger I would want to wait for my bus without these possible distractions.- These patients are at a stage of their lives where the regularly require medical attention and both 458 and neighbouring properties regularly have emergency vehicles in close proximity. It's obviously vital they receive the urgent care if required and I fear a bus stop could or hinder the emergency services job.- From a bus's prospective I understand that if an emergency vehicle is occupying this space it will skip the stop. As emergency services regularly fill such area (suggested in your 24 hour clearway) this may be a regular occurrence. <p>With this in mind, it is surely counter intuitive to the whole point of the Accessibility programme if someone in need cannot disembark at their requested stop.</p> <p>I'm also am not sure how impeded general access to their building if this proposal is implemented. While raising the curb outside or near a care home which houses the elderly may not be the smartest of moves particularly as many patients and visitors are on foot but have limited accessibility themselves.</p> <p>Scott Lodge Scout Hall - The venue regularly houses Beavers, Cubs, and Scouts and can be in use as much as five times a week.</p> <ul style="list-style-type: none">- The lower end of the age scale can become quite excitable and as a worst case scenario I fear they could run into the path of a departing bus. The driver of the bus itself could also have limited visibility of people leaving this side entrance. This becomes even more of an issue as most events take place at night and the darkness could further cloak pedestrians. <p>Even when the bus is stationary a child could be in danger from an overtaking</p>
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		<p>vehicle of said bus. A situation little helped by a reduction in road width.</p> <p>Crossing - As mentioned I have lived at my current residence for many years and cannot recall any such incident with regards to present location of bus stop/crossing. The crossing when on a red signals lets off a high pitch sound that alerts drivers of the need to stop. This act as warning to overtaking vehicles of a stationary bus. The sound is quite loud and can even be heard from inside my own home with all windows and doors closed. I live a 50 meter plus distance from the crossing. Under the current road width I and friends have always considered visibility to be more than sufficient and furthermore there are school signs nearby to warn vehicles to drive with care.</p> <p>Bus Stop Most vitally whilst being no expert I can see its fit for purpose. Where it is currently located needs only minor alterations in comparison to much more drastic proposal. - I occasionally use the stop and welcome the shelter in the winter months. I'm not convinced there is adequate room for a shelter under new proposal. A shelter also provides much need information on notice board ect which wouldn't be present if it was a stop only. I asked a relative to measure distance wall to curb of the new and old proposal. The current space is 2.9 metres approx. compared to 2.3 metres under the new plan. Again I'm no expert but surely the whole point of this programme is to assist those with a disability not give them less room to manoeuvre. Reading on the internet it states that bus stops should be 'tail to tail' on opposite sides of the road. At the moment this is the case. Not so under your proposals.</p> <p>Road Alterations - I assume pavement amendments will mean a slimmer road. What effect will this have on traffic flow on Upper Brentwood and adjacent turnings?</p>
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<p>No address given</p>	<p>QP006-OF-B50&B51-A</p>	<p>I'm sure you are aware by now; there was a petition in place to oppose the move of the bus stop move on Upper Brentwood Road. The petition which is now closed has amassed 31 people who oppose these plans.</p> <p>To put this into perspective over a period of a mere 12 days (between 11 – 23 Oct), a total of 31 residents do not want this proposal to proceed. This becomes even more damning when you consider only 14 properties were consulted of these proposals.</p> <p>http://epetition.havering.public-i.tv/epetition_core/community/petition/3687</p> <p>From a personal perspective this whole episode has soured my opinion of Havering council and I am now equally, perhaps even more baffled by this proposal since it dropped through my letter box on 05 Oct.</p> <p>I have mentioned the many faults for residents in the petition itself, while no matter how many times I consider, I'm not sure how providing less room for a person with accessibility issues to manoeuvre works for them. Surely the current location of the bus stop would simply require only minor tweaks to meet the demands of the said programme.</p> <p>Clearly I am not alone in these views and I would like you to consider the petition as clear evidence that I have full support of both local residents and businesses in the complete opposition of these unpractical plans.</p> <p>As a side note over the weekend, the emergency services were once again called out to the property 458 Upper Brentwood Road (see pics at foot of email). I know if I was the person called out to attend any such event I wouldn't want the interference of any of the below:</p> <ul style="list-style-type: none"> -Bus Sign -Bus Shelter -Any Bus Shelter furniture ie bins ect.
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		<ul style="list-style-type: none"> -Bus itself -Waiting Passengers -Heightened Curb -Potential road works (if indeed pavement widened) <p>Due to the nature of the property (458 is a care home for the elderly) emergency vehicles are common place both outside this and neighbouring properties. It is surely common sense for these people to be able to concentrate on their job at hand, without these unnecessary obstacles placed in their path. In addition if a emergency vehicle is rooted at this location for a prolonged period (23 Oct over two hours) it means Departing or Boarding Bus passengers will not be able to use their desired stop. Obviously in this situation the Bus stop is regarded as defunct as emergency vehicles are given priority.</p> <p>Other comments to come to light recently:</p> <ul style="list-style-type: none"> -Teacher at Royal Liberty School. “Most pupils use the side gate on South Drive to enter and depart the school. If the bus stop is moved to 458 Upper Brentwood Road, it’s unlikely they would track back to use the crossing. This creates a danger if they look to cross the road at the tip of South Drive. At the moment many pupils utilise the crossing to safely get to the current bus stop location.” -Scout Leader – Scott Lodge. “We have children as young as six here most nights and a bus stop outside 458 could create problems. Groups can total up to thirty children and the departure of a Bus at this location could lead to safety issues particularly late at night when they children leave through the side alley in darkness. Most are aware of road safety issues but I’m sure you appreciate excitable children in large groups could be at risk”. -Local resident
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		<p>“I have lived in the area for many, many years and have never known an issue with regards to the current location of the Bus Stop. I also make use of the stop myself and its current location more than suits my needs. These alterations seem unnecessary and I do not welcome the extra traffic and parking problems that such changes are likely to bring about”.</p> <p>[PHOTOS SUPPLIED ON NEXT PAGE]</p>
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Petition – via Council’s website, 31 signatures

Reject the proposed move of the bus stop from existing 464/466 location to 458

Background information

Whilst welcoming the Bus Stop Accessibility Programme to make life easier for those resident’s most in need. I oppose the drastic proposal by the council to move the location of the bus stop from existing 464/466 location to 458. In order to shoe horn the bus stop to its potential new location planners have suggested the pavement width needs to be extended by 1 metre from property 480.

In a year our taxes were raised 1.96% I feel the cost to move the stop 42.30 metres south west to a much less suitable location comes at a great cost and effort, with little overall benefit. Such resources could be funnelled into more productive projects such as improving the state of our roads and pavements which actually require this attention.

I have broken down in categories issues with this proposal:

Roads

- Further extensive construction on Upper Brentwood Road could create even more bottle necks of traffic in the short term. Our road is already busy and stuttering under the strain of Gallows works and recent Bicycle lane improvements.
- In the longer term, a slimmer road width does little to improve road safety for drivers and flows of traffic. A narrower road is proven to slow traffic and these plans mean the road width will be 1 meter narrower outside fourteen properties.
- This could also severely restrict access to and from adjacent turnings including South Drive and possibly the front facing Royal liberty school entrance.

Bus Stop

- The Bus Stop has been in its current location for many years and significantly it would require very simple tweaks to ensure it meets the Accessibility requirements. It has shelter facilities; this may not be the case if it’s moved. Most notably however it has ample room for people in need to manoeuvre. At the moment the width of pavement is 2.9 metres. Under new proposals it would be 2.4 metres.

- If moved outside 458 a slimmer pavement obviously would mean less space also for passengers to wait while pedestrians will have less walking space and may even have to cross the road to pass.

Parking

- The proposal includes a 21 metre, 24 hour clearway that stretches from 460 to 456. While parking is only available at restrictive times this could create further parking issues at those and neighbouring properties. South Drive may become busier as a result.

Pavement widening

- Potentially pavement widening many properties is clearly no small job and work will come at a considerable effort and expense. If work goes ahead it would create much destruction when work would start early 2017.
- Also there is a worry that pavement width would be look drastically wide 3.9 metres outside properties 480-464 as current pavement width is sufficient. Remember this comes at expense at the road width which will be a metre shorter in width.

Privacy

- The location of the new bus stop is directly outside 458. This and adjoining properties have very little set back from the road.
- Clearly this is a serious invasion of their privacy if passengers can potentially pull up literally meters from front facing windows.

link <https://www.havering.gov.uk/Pages/Services/Consultations.aspx>

Signature Count