Havering
LONDON BOROUGH

HIGHWAYS ADVISORY COMMITTEE

7 February 2017

Subject Heading:	**BUS STOP ACCESSIBILITY** **Bevan Way (Second revision)**
CMT Lead:	**Steve Moore**
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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 £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	[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 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 3

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 January 2017.

1.8 Of these stops, 89% 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 Revised proposals to improve the stops in their current location along with a new footway link along Hacton Lane to 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 were consulted on and presented to the Committee on 6th December 2016 and are shown on Drawing QP006-OF-B3&B4-A Opt 2.

1.14 Because of an objection made by the resident of No.12 in relation to the scheme preventing them obtaining a vehicle crossing, the Committee deferred the decision.

1.15 Staff met with ward councillors on site on 11th January 2017 to look at the bus stops again. The conclusion of the discussion was that it would possible to provide a vehicle crossing for No.12, but it would be narrower than would normally be recommended to ensure that 2-door buses could be served.

1.16 The layout requires the vehicle crossing to be connected to that of No.10 in order to make the layout work. Staff updated the drawing and circulated to ward councillors and the resident. The current layout is shown on Drawing QP006-OF-B3&B4-A Opt 3.

1.17 The resident has confirmed that this revised layout with a vehicle crossing is acceptable to them and has withdrawn their objection.

2.0 Staff Comments

3.1 The resident of No.12 was the sole objector to the previous consultation and the revised layout has led to this being withdrawn. Staff therefore recommend that this revised layout 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 £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
SCHEME DRAWINGS