



HIGHWAYS ADVISORY COMMITTEE

7 February 2017

Subject Heading:

**BUS STOP ACCESSIBILITY
Various Locations
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 £37,000 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 in various locations and seeks recommendations that some of the proposals be implemented and some

The schemes are variously within **Brooklands, Elm Park, Gooshays, Harold Wood, Havering Park** and **Heaton** wards.

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 various bus stop accessibility improvements set out in this report and shown on the following drawings (contained within Appendix I) are implemented.

- | | |
|-------------------------------|--|
| (a) Avelon Road | QP006-OF-B1-A |
| (b) Church Road (Harold Wood) | QP006-OF-B6-B |
| (c) Dagenham Road (Romford) | QP006-OF-B11-A
QP006-OF-B12-A |
| (d) Elm Park Avenue | QP006-OF-B82-B |
| (e) Hainault Road | QP006-OF-B76-A |
| (f) Petersfield Avenue | QP006-OF-B77-A (8-9am & 3-4pm Mon-Fri)
QP006-OF-B78-B (standard 24 hours) |
| (g) Straight Road | QP006-OF-B81-A |

2. That it be noted that the estimated cost of £37,000 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 for accessibility improvements have been developed for various locations within the borough as follows;

Avelon Road

Bus stop relocated 83 metres south east. Footway works and 25 metre bus stop clearway along the flank of 217 Chase Crossing Road as shown on Drawing QP006-OF-B1-A.

This proposal follows the rejection by HAC on 8th December 2015 of making the existing location accessible opposite 15/17 Avalon Road. (Shown on Drawing QO001-OF-A252-A).

Church Road (Harold Wood)

Existing bus stop. Footway works and 23 metre bus stop clearway outside 97 to 103 Church Road. (Shown on Drawing QP006-OF-B6-A).

Dagenham Road (Romford)

Existing bus stop. Footway works and 33 metre bus stop clearway outside 109 to 119 Dagenham Road. (Shown on Drawing QP006-OF-B11-A).

Existing bus stop. 31 metre bus stop clearway outside 88 to 96 Dagenham Road. (Shown on Drawing QP006-OF-B12-A).

Elm Park Avenue (Broadway Parade)

Existing bus shelter relocated 3 metres west, tree removed.
21 metre bus stop clearway outside 6 to 9 Broadway Parade.
A new zebra crossing outside 10 Broadway Parade/ Sainsbury's.
A loading bay outside 4a to 6 Broadway Parade.
Three pay-and-display parking bays outside 1 to 4 Broadway Parade.
(Shown on Drawing QP006-OF-B82-B).

This proposal follows the rejection by HAC on 13th January 2015 of a scheme which was limited to a bus stop clearway only. (Shown on Drawing QN008-OF-A115/A116-A, westbound stop).

Hainault Road

37m bus stand clearway. Existing bus cage marked, but no record of a clearway ever being established. (Shown on Drawing QP006-OF-B76-A).

Petersfield Avenue

Existing bus stop. Footway works and 25 metre bus stop clearway, opposite Petersfield Close. Shown on Drawing QP006-OF-B77-A).

Existing bus stop. Full (2 metre) footway build out and 13 metre bus stop clearway. (Shown on Drawing QP006-OF-B78).

Straight Road

Bus stop relocated 89 metres south east from outside 247/249 Straight Road to outside 217 Straight Road. Footway works (including removal of a footway parking bay) and 37 metre bus stop clearway. (Shown on Drawing QP006-OF-B81-A).

A proposal to relocate this stop outside 219/221 Straight Road (dental surgery) was recommended by HAC on 8th December 2015, but the surgery applied for and had constructed a vehicle crossing before the bus stop works were programmed.

1.13 89 Letters were hand-delivered to those potentially affected by the schemes on 5th December 2016, with a closing date of 6th January 2017 for comments as follows;

- Avalon Road – 14 letters
- Church Road – 6 letters
- Dagenham Road – 12 letters
- Elm Park Avenue – 15 letters
- Hainault Road – 10 letters
- Petersfield Avenue – 9 letters

- Straight Road – 23 letters

- 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.
- 1.15 The draft traffic management order for the parking and loading bays on Elm Park Avenue, plus the notice for the zebra crossing on Elm Park Avenue were published on 9th December 2016.
- 1.16 During the consultation period, an error was noted on the drawing for the Church Road proposal. Although the proposed layout was physically correct, there was an error with house numbers. An updated drawing (QP006-OF-B6-B) was delivered to residents and additional time for comments provided (with a closing date of 18th January 2017).

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 31 responses were received as set out in Appendix I to this report and are summarised for each site as follows.

Avelon Road

- 2.2 5 responses were received. London Travel Watch and London Buses supported the proposals. The Metropolitan Police did not support the proposal as they considered it too close to the junction with Chase Cross Road.
- 2.3 1 resident objected to the stop being relocated because of the impact on the junction with Chase Cross Road and that more footway parking should be provided. 1 resident supported the proposal as it would keep the area clear for traffic to pass.

Church Road

- 2.4 6 responses were received. London Travel Watch and London Buses supported the proposals. The Metropolitan Police sought (and was given) clarification that it was an existing stop as they were concerned about visibility at the adjacent junction.
- 2.5 1 resident sought (and was given) assurance that the scheme would not make changes to their vehicle crossing. 1 resident submitted 2 responses; the first questioning the accuracy of the plans (before the revised plan was delivered) plus the name of the stop (which was confirmed to be correct); and the second complaining that even with the clearway, parents dropping

off/ picking up at Harold Court School would still park there and there should be more enforcement.

Dagenham Road (Romford)

- 2.6 3 responses were received. London Travel Watch and London Buses supported the proposals. The business at 96 Dagenham Road objected to the proposal shown on Drawing QP006-OF-B12A stating that it will prevent people parking outside their shop and impact on access to the adjacent car park.

Elm Park Avenue (Broadway Parade)

- 2.7 2 responses were received. London Buses supported the proposal. The Metropolitan Police did not support the proposal because of the arrangement of the zebra crossing and the bus stops in terms of pedestrian safety and the potential for buses to queue onto the adjacent roundabout.
- 2.8 Staff consulted with ward councillors in advance of the formal consultation and as a result, adjustments were made to the proposed parking and loading bays. Cllr Mugglestone indicated that there appeared to be general support for the proposals from local shops, other than the florist. No businesses responded to the formal consultation.

Hainault Road

- 2.9 3 responses were received. London Travel Watch and London Buses supported the proposals. One resident expressed no objection, but asked if the clearway could not be in force at night to provide parking space for residents.

Petersfield Avenue

- 2.10 4 responses were received. London Travel Watch and London Buses supported the proposals. Cllr Webb objected to the footway buildout (Drawing QP006-OF-B77-A) as he considered the existing one at the next stop to interfere with 2-way traffic flow and that TfL statistics show the largest commuter group to be motorists who are ignored. One resident asked if the stop was needed, but in the case it was, could the design be adjusted to allow them a vehicle crossing.

Straight Road

- 2.11 8 responses were received. London Travel Watch and London Buses supported the proposals. The Metropolitan Police expressed concern that in the event the bus cage is full, it could cause a blockage of the road with drivers overtaking an adjacent refuge.
- 2.12 4 residents objected to the proposal (2 responses from one address). Concerns were expressed regarding noise and litter from bus passengers, impact on vehicle access, invasion of privacy, cumulative impacts of bus dental surgery, impact on drop-offs to a child minder and impact on road safety. One of the respondents suggested there was space by 235/237 Straight Road for the bus stop.
- 2.13 One resident supported the proposal as it would take the bus stop away from the main access points to Hilldene Primary School and so help reduce some of the pavement and traffic congestion in the area.

3.0 Staff Comments

Avelon Road

- 3.1 The Committee was not content with the existing location and the current proposal was consulted on at its request. The front of a stationary bus would be 21 metres from the junction with Chase Cross Road which is protected by “at any time” waiting restrictions and is therefore considered acceptable in terms of traffic flow. The proposed clearway would overlap that of the northbound stop, but as buses would only stop for a very short period of time, congestion is unlikely.

Church Road

- 3.2 The stop is long established and Staff do not consider there to be significant safety issues with its location. Parking enforcement near schools is problematic where demand outstrips resources, but civil enforcement activities do take place at Harold Court School.

Dagenham Road (Romford)

- 3.3 The stop shown on Drawing QP006-OF-B12A currently suffers from obstructive parking despite there being a current waiting restriction in operation 8am to 6.30pm and a loading restriction in operation 8am to 9.30am and 4.30pm to 6.30pm, all Monday to Saturday. This restriction applies to all of the arms of the main Dagenham Road/ Rush Green Road junction.

Elm Park Avenue (Broadway Parade)

- 3.4 Staff note the comments made by the police, but would observe that as highway authority, there remains flexibility in the regulations for the controlled area (zig zags) of zebra crossings to be varied in number and length, subject to a minimum of two markings.
- 3.5 Staff have looked to provide a crossing which has been the subject of numerous local requests, to provide an accessible bus stop which is confirmed as needed by TfL and to accommodate business parking and loading. The crossing cannot be placed any closer to the roundabout as the layout of Sainsbury's private forecourt precludes it and the proposals represent a reasonable compromise. The crossing position already features dropped kerbs and so there is currently a clear pedestrian desire line.

Hainault Road

- 3.6 Staff have discussed the potential for a part time clearway with TfL, but it has been confirmed that continuous access to the stand is required.

Petersfield Avenue

- 3.7 The Committee should note that in relation to the westbound stop (Drawing QP006-OF-B77A), it serves a school route and so Staff recommend that the clearway times be reduced accordingly (8am to 9am and 3pm to 4pm, Monday to Friday).
- 3.8 With regard to the eastbound stop (Drawing QP006-OF-B78A), the use of the footway buildout is designed to maximise the availability of on-street parking as this section of Petersfield Avenue is heavily parked. A similar layout was provided further east outside Nos.121/127 Petersfield Avenue for the same reasons over 10 years ago. As far as Staff are aware, this has operated satisfactorily.
- 3.9 In order to make the stop accessible otherwise, a much longer clearway would be required which would remove on-street parking space. In terms of the request from No.61 for the ability to have a vehicle crossing, the length of the buildout can be reduced to accommodate this as shown on Drawing QP006-OF-B78B.

Straight Road

- 3.10 Because of the access being provided for the dental surgery at 219/221 Straight Road, Staff have again reviewed options. The suggestion from from a resident for the stop to be near 235/237 Straight Road is not practical as it

would require the removal of a pedestrian refuge providing access to Briar Estate. Staff are of the view that the police are referring to the existing stop on the other side of the road in terms of impact on a pedestrian refuge. With regard to the other issues, Straight Road is a busy street in common with many parts of the borough and so members will need to decide where the priority should lie.

Summary

- 3.11 In each case, Staff recommend that the proposals should be implemented as consulted. The Committee will need to consider the comments made in relation to each proposal and decide what weight they should be given against the need to provide accessible bus stops.

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 £37,000 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**

AVELON ROAD (REVISED)

Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	This would not be supported by the Metropolitan Police. The location of the Bus Stop is close to a junction, a car park to the flats and drive way entrances. The concern would be the reduced visibility a bus stopping would cause. This could introduce a collision risk from vehicle movements at the junction, vehicles overtaking a bus on approach including buses pulling in & out.
Resident 5 Avelon Road	I am opposed to the proposed re-siting of the Bus Stop in Avalon Road. I feel this would increase difficulty for traffic wanting to turn out of & into Avalon Road, especially if both Stops are occupied at the same time. I think more attention should be applied to putting more off road parking down Avalon Road. i.e. more marked parking bays .This, I feel, would facilitate a smoother passage of traffic down this road.
Resident 8 Avelon Road	The position of the relocated bus stop would create a clear thoroughfare for all vehicles that use the road. At present, vehicles parked in the proposed relocation area reduce the road space considerably, causing severe congestion in both directions.

CHURCH ROAD (HAROLD WOOD)

Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	Is this an existing stop? I ask due to the fact the bus may block peds from view at the crossing, also the junction.
Resident 97 Church Road	<p>At present I have a drop curb and drive way onto my property which is in constant use. The use of my drive as such, has been approved by planning permission before I purchased the property, and has a double drop curb in front of my house allowing me to safely drive from the main road onto my property.</p> <p>I would therefore ask before making any objections to the proposed work to be carried out, that no changes will be made to the position and size of the the drop curb, and therefore I will still be able to access my driveway.</p> <p>I have two vehicles and at any one time at least one of them will be using the driveway therefore any obstruction to this will not be acceptable. Please can you confirm by return that no changes to the drop curb will be made and that during the works the access to my property will not be effected in any way.</p>
Resident 103 Church Road	<p>1st response</p> <p>I have been looking over the proposed plans for the above works and am a little concerned by them for the</p>

following reasons.

1. Firstly the drawing title is called BS 29109 David Drive? Why is that? David Drive is located further along Church Road and nowhere near the proposed plans.
2. The first house of the terraced block is number 97A this is not even on the plan.
3. There is no mention of house number 101 which I can only assume must be 103.
4. There is a house number 105 shown on the plans but that is in the location of 103 there is no 105.

These plans must be null and void then as they are not accurate.

2nd response;

Parking in Church Road is always an issue especially when the School is open as parents have no cares and park anywhere, I have had many arguments with them for blocking my drive access and also for parking in resident bays opposite without permits.

The bus 24 access will have little effect as it will be ignored and parked on, without anyone enforcing it with fines.

Would it not be possible to have a warden patrol at these times as it will only be a matter of time before a child is hurt.

DAGENHAM ROAD (ROMFORD)

Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	All sites	I am happy with all of the BSA scheme proposals sent out yesterday
Evans 2 96 Dagenham Road	QP006-OF-B12A	With this e-mail I have comments on this proposal of improvement of Bus stop. This bus stop is proposed on my door step witch affecting my business. We already struggling to run our retail business . 50% of our business is park & shop. with this bus stop we will not survive to run this business and BUS STOP will interfere the access to Cooperative car park witch located in between 96 & 98 Dagenham Road. Coperative has 12 huge lorries delivery turning to car park.

ELM PARK AVENUE (BROADWAY PARADE)

Respondent	Response and Staff Comments (where required)
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	<p>The design of the scheme would not be supported by the Metropolitan Police for the following safety grounds. Although the need for a safe place to cross may be required the objections are not to the crossing but to the location of the bus stops in relation to it & the risk they introduce.</p> <p>Care needs to be taken at Zebra crossings as a bus stopped at any location close to a Zebra crossing can block other drivers' view of pedestrians on the crossing. It is therefore not advisable to locate bus stops in the immediate vicinity of Zebra crossings. Although the zig zag marking is reduced to 2, the bus cage marking is still within the limits of the controlled area.</p> <p>The Bus Stops on either side of the road nose to nose create a closing gap. Vehicle's overtaking, buses pulling out are a risk, add into that mix pedestrians there is potential for a collision. A stationary bus may also create stacking across the crossing into the roundabout.</p> <p>On that basis the scheme cannot be supported in its current design.</p>
Cllr Mugglestone (pre-consultation prior to formal plans being advertised)	<p>We have spoken to the majority of the shops in this area, and believe we have support for this scheme, apart from one who owns the florist shop. The only suggested change to the scheme, could we look at moving the P & D bays to outside numbers 1 to 3, and relocate the loading bay to outside numbers 5 to 6.</p> <p>Staff Note: Request change made for formal consultation.</p>

HAINAULT ROAD

Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
Resident No address given	<p>I have no objection to the area being used as a bus stand, as it is currently during the day, in fact it is quite useful as two of my children attend one of the schools that the buses serve.</p> <p>However, as this is a small residential road, I feel making it a 24 hour bus stand would impact negatively on the residents. Added to that the fact that parking here is limited already, perhaps as a suggestion it could be a bus stand between the hours of 7am and 8/9 pm, enabling residents to park there overnight if they need to, then if their cars are still there after 7am you could issue parking fines.</p> <p>Quite often people park there overnight (myself included on occasion, when someone kindly blocks the access to my drive), but I have seen numerous vehicles left there all morning causing no end of problems for the poor bus drivers who are just trying to do their job, yesterday being a prime example of a car still being there at 8.30 when I left to go out.</p>

PETERSFIELD AVENUE

Respondent	Drawing Reference	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	All sites	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	All sites	I am happy with all of the BSA scheme proposals sent out yesterday
Cllr Webb	QP006-OF-B77-A	Whilst I have no objection to the stop opposite Petersfield Close I do have strong objections to the one outside no 59 which involves a built-out kerb. There is a similar stop further down which forces the bus over the white line and stops traffic flow in both directions. TfL own stats show that the single largest commuter group is the motorist , which is the one group ignored each and every time.
Resident 61 Petersfield Avenue	QP006-OF-B77-A	I live at number 61 and already struggle to park due to neighbours having multiple cars, because of this I had planned to make my front garden into a drive and request a ramp from yourselves. The new bus stop works will result in partial blocking on to my property. Would you therefore consider :- - is the bus stop actually needed? It is towards the end of the bus route and is rarely used. It has been used less since the bus stop just round the corner in Leamington was put in several years ago which mean the bus stop outside number 61 is now the 2nd of 3 bus stops (from Leamington towards the end of the route) in what must be 200 metres.

Highways Advisory Committee, 7th February 2017

		<ul style="list-style-type: none">- if the bus stop is necessary, could the island out into the road be shortened or moved slightly to allow access to my front ?- could an on ramp be incorporated into the new works to allow me access ?- could you confirm that whatever the outcome, this will not impact me requesting the ramp for access onto what will be my drive. <p>Please also be reminded that there is a proposal for the council property behind 57 - 61 Petersfield to become a specialised school which will result in additional traffic seeking parking.</p> <p>I would be grateful if somebody could confirm receipt of the email and that the points will be considered.</p>
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STRAIGHT ROAD

Respondent	Response and Staff Comments (where required)
Vincent Stops London Travel Watch	London TravelWatch is the statutory body that represents all the users of all London's transport networks. We and the passengers we represent will welcome these proposals.
Matthew Moore TfL Buses Infrastructure	I am happy with all of the BSA scheme proposals sent out yesterday
PC Deeming Roads & Transport Policing Command Metropolitan Police	I notice there is a central refuge quite close to the bus cage. Concern when the bus cage is full that this could cause a blockage of the road therefore impatient drivers may overtake on the refuge.
Resident 217 Straight Road	<p>I live at 217 straight, we have received a letter of your proposal for a bus stop outside of our house. As your proposal is vague as to what type of bus stop or shelter you propose to put outside our house I wonder if you can furnish me with that information please.</p> <p>As you are probably aware the space between 215 and us 217 is only 5 metres in length which is far too short for an alighting zone, whereas a 10 metre stretch of kerb exists between 235 - 237 which would be a much more suitable position, with a lot less risk to passengers and public and traffic. To the left of us is now very busy dental practice who opposed this in 2014 for which reasons have not changed and only become greater, so to place this outside of our property, being only next door is a greater risk to public, pedestrians and traffic than before.</p>
Resident 217 Straight Road 2 nd reply	<p>I write with reference to your proposal to relocate the bus stop to a new location outside our house. We have very strong reservations with this proposal which are listed below.</p> <p>1) Considerable noise and rubbish directly outside our house, twenty four seven, this is already an issue with</p>

Highways Advisory Committee, 7th February 2017

	<p>the bus stop opposite and will be heightened being directly outside.</p> <p>2) Invasion of privacy with public on buses being able to see directly into our property on both upper and lower level, upper being straight into our bedroom as we sit much further forward than the property where the bus stop is situated at present.</p> <p>3) We have a dropped kerb outside our house which provides access to our drive. We envisage difficulties in gaining access to the drive if a bus is standing at the stop and could lead to a dangerous situation occurring with people boarding and alighting the bus, as there simply is not the kerb length for safe boarding and alighting zones.</p> <p>4) There is a dental practice directly adjacent to our house and the area becomes very congested with people trying to park and drop off/pick up patients. We see this as a potentially serious hazard for visitors to the practice, pedestrians, bus users and ourselves. Serious congestion will be caused with the inherent danger for people trying to gain access to the dental surgery whilst buses are attempting to access the bus stop.</p> <p>5) We also envisage huge danger as the bus stop placing outside our house and the opposite bus stop being moved further back towards the traffic islands (as per your drawing) means the buses will stop nose to nose instead of tail to tail , so any overtaking traffic will not see any oncoming traffic, pedestrians or the busy access for the dental surgery from either direction. please see attached.</p>
Resident No address given	<p>I would just like to say that we are really not happy about this, first of all I am a childminder registered under Ofsted, we have just paid out for a drop kerb to be put in so the parents have easy access to our drive way while picking up their children. I would like to know what is going to happen about this as to me it could be dangerous with buses stopping outside our house and I am concerned about the children's safety, I do hold public liability insurance but if this goes ahead send something happens to either my children or minded children I will hold the council fully responsible!</p>
Resident 225 Straight Road	<p>I am writing to oppose the bus stop being put outside 217 Straight Road. This is such a dangerous road if there are two buses side by side. Some clever nut will try to overtake plus so many children use the traffic</p>

Highways Advisory Committee, 7th February 2017

	<p>island to cross the road to school and when they come home. Since the last proposal a little boy was knocked down. Yesterday my friend called to take me to shop there wasn't any buses about, but it took us a good 15 mins to get on to the road as people were parking, trying to for the dentist it was a bit of a pain, you have got to see this to really see what goes on down Straight Road and if we phoned every time someone parked on our run ins you would be sick to death of us. I'm just worried about the children so please think about this.</p>
<p>Resident 245 Straight Road</p>	<p>This proposal is not dis-similar to the proposal made last year when I commented accordingly. All of the reasoning included in my comments to you last year is still relevant to this new proposal. My e-mail, dated 18 October 2015, is shown below which clearly states my views.</p> <p>As a resident at 245 Straight Road for over forty years and a school governor at Hilldene Primary School I welcome this proposed change of location for the bus stop currently situated outside 247/249 Straight Road. As a safety factor alone, the relocation of the bus stop further away from one of the main entry/exit points to Hilldene Primary School helps to prevent some of the pavement and traffic congestion that occurs close to the school at the time of the school runs each day.</p> <p>I certainly give approval to this proposed change as shown in your plans.</p>