



HIGHWAYS ADVISORY COMMITTEE

11 December 2012

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
ROUTE 294 WHITCHURCH ROAD
2012/13
Outcome of public consultation**

Report Author and contact details:

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

The subject matter of this report deals with the following Council Objectives

Clean, safe and green borough	<input checked="" type="checkbox"/>
Excellence in education and learning	<input type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This report sets out the responses to a consultation for the provision of fully accessible bus stops along part of bus route 294 on Whitchurch Road, Harold Hill.

The scheme is within **Gooshays** ward.

RECOMMENDATIONS

1. That the Committee having considered the representations made recommends to the Cabinet Member for Community Empowerment that the bus stop accessibility improvements set out in this report and shown on the following drawings are implemented;
 - QL020-OF-201A
 - QL020-OF-202A
 - QL020-OF-203A
2. That it be noted that the estimated cost of £30,000 for implementation will be met by Transport for London through the 2012/13 Local Implementation Plan allocation for Bus Stop Accessibility for R294, Whitchurch Road.

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 or footways, providing short footway links to stops and (in exceptional circumstances) providing pedestrian crossing facilities can help with making bus stops fully accessible. 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 reduces the problem of accessibility by providing sufficient space for buses to pull in close to the kerb. It has become even more important with the provision of buses that are fully wheelchair accessible, because the benefits of low-floor and “kneeling” buses are considerably reduced (if not removed) if the bus cannot get 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 stop clearways with accessible footways, 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 There are 690 bus stops in Havering (October 2012). 664 are on borough roads, 20 are on the Transport for London Road Network and 6 are in private areas (e.g. Queen’s Hospital).
- 1.7 Of these stops, 38% are deemed to be fully accessible. In order for a stop to be fully accessible, it must meet the following criteria;
- The kerb to the footway must be between 125mm and 140mm 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.
- 1.8 For Havering, funding for Bus Stop Accessibility works have mainly come from the Transport for London Local Implementation plan (LIP), but occasionally funding is secured as part of the development process.
- 1.9 Staff from StreetCare tend to 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 problems.
- 1.10 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.
- 1.11 Proposals for accessibility improvements have been developed for various existing bus stops along Route 294, Whitchurch Road, as set out in the following table;

Drawing Reference	Location	Description of proposals
QL20-OF-201A (Location 1)	Outside 148 to 156 Whitchurch Road	Installation of high kerb and associated footway works. Provision of bus stop clearway, 37 metres in length.

		Tactile paving and new handrail to steps outside No.150.
QL20-OF-201A (Location 2)	Side of 1 Trooper's Drive/ 205 Whitchurch Road	Installation of high kerb and associated footway works. Provision of bus stop clearway, 25 metres in length.
QL20-OF-202A (Location 1)	Outside 104 Whitchurch Road/ side of 1 Tees Drive	Installation of bus stop clearway sign.
QL20-OF-202A (Location 2)	By river bridge, east of Tees Drive	Installation of high kerb and associated footway works. Provision of bus stop clearway, 31 metres in length.
QL20-OF-203A (Location 1)	Outside former Duckwood Public House, Whitchurch	Provision of bus stop clearway 27 metres in length.
QL20-OF-203A (Location 2)	Outside 40 to 46 Whitchurch Road	Provision of bus stop clearway 37 metres in length.

- 1.12 Approximately 27 letters were hand-delivered to those potentially affected by the scheme on or just after 22nd October 2012, with a closing date of 12th November 2012 for comments.
- 1.13 In addition, ward councillors, HAC members and standard consultees (London Buses, emergency services, interest groups etc) were sent a set of consultation information.

2.0 Outcome of Public Consultation

- 2.1 By the close of consultation, 2 responses were received. These responses are summarised in Appendix I of this report. Of the 2 responses, 1 was from London Buses and 1 was from London Travel Watch. The responses are set out within Appendix I

3.0 Staff Comments

- 3.1 Both respondents support the scheme. London Travel Watch made reference to the lengths of bus stop clearway being in accordance with the

requirements of the LBI (London Bus Initiative) which refers to pan-London design guidance on the design of fully accessible bus stops. Staff confirm that each location has been reviewed and the clearway lengths proposed are appropriate in each case.

- 3.2 Staff recommend that in order to make the bus stops set out in this report fully accessible, that the proposals be implemented as designed.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £30,000 for implementation will be met by Transport for London through the 2012/13 Local Implementation Plan allocation for Bus Stop Accessibility, Route 294, Whitchurch Road. The funding will need to be spent by 31st March 2013, to ensure full access to the grant.

This is a standard project for StreetCare 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 StreetCare 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.

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: QL020, Bus Stop Accessibility Route 294 2012/13

APPENDIX I SUMMARY OF CONSULTATION RESPONSES

Respondent	Drawing Reference & Location	Summary of Comments	Staff Comments
Alan Ford London Buses (Operations)	N/A	Operationally, this scheme looks very good and will improve access	N/A
Vincent Stops London Travel Watch	N/A	<p>London TravelWatch is the statutory watchdog representing transport users in London.</p> <p>London TravelWatch supports the introduction of bus stop clearways, especially 'at any time' provision.</p> <p>Members consider it vital that buses should always be able to pull alongside the kerb without being impeded by parked vehicles, so as to make boarding and alighting easier for passengers, especially those with restricted mobility.</p> <p>This is particularly important with the near-universal use of low-floor buses which require close 'docking' at bus stops if their accessible design is to be useful. The clearway should be to of LBI standard length.</p> <p>We therefore support these proposals.</p>	The proposed clearways are to an appropriate length for the conditions at each stop.