



# HIGHWAYS ADVISORY COMMITTEE

17 September 2013

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
SUTTONS LANE & AIRFIELD WAY  
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 Suttons Lane and the length of Airfield Way and seeks a recommendation that the proposals to be implemented as set out in the report.

The scheme is within **Elm Park** and **Hacton** wards.

## 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;
  - QL016-OF-101A
  - QL016-OF-102A
  - QL016-OF-103A
  - QL016-OF-104A
  - QL016-OF-105A
  - QL016-OF-106A
  - QL016-OF-107A
  - QL016-OF-108A
  - QL016-OF-109A
2. That it be noted that the estimated cost of £44,600 for implementation will be met by Transport for London through the 2013/14 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 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. 663 are on borough roads, 20 are on the Transport for London Road Network and 7 are in private areas (e.g. Queen's Hospital). Data as of February 2013.
- 1.7 Of these stops, 42% 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 part of Suttons Lane and Airfield Way as set out in the following tables;

<b>SUTTONS LANE</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-101 A	Outside 32 to 40 Suttons Lane	33 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  Bus shelter turned around in current location.  Bus stop flag relocated approximately 1 metre north.
QM016-OF-101 A	Outside 85 to 93 Suttons Lane	31 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  New bus stop flag at boundary of 89/91.
QM016-OF-102 A	Outside 98/100 Suttons Lane	140mm kerb and associated footway works provided at bus boarding area.  Bus shelter turned round and relocated to rear of footway.
QM016-OF-103 A	Opposite 116/118 Suttons Lane	140mm kerb and associated footway works provided at bus boarding area.  Bus shelter turned round and relocated to rear of footway.
QM016-OF-104 A	Outside 156 to 160 Suttons Lane	140mm kerb and associated footway works provided at bus boarding area.

<b>AIRFIELD WAY</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-105 A	Outside Hornchurch Country Park	25 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-105 A	Opposite Hornchurch Country Park	25 metre bus stop clearway  140mm kerb and associated footway works provided at bus boarding area.  Bus shelter moved 4.8 metres north.
QM016-OF-106 A	Adjacent to Tesco	53 metre bus stop clearway in lay-by.  140mm kerb, lay-by entry and exit taper adjustments and associated footway works provided at bus boarding area.  Bus shelter relocated to kerbside.
QM016-OF-106 A	Opposite Tesco	53 metre bus stop clearway in lay-by.  140mm kerb, lay-by entry and exit taper adjustments and associated footway works provided at bus boarding area.  Bus shelter relocated to kerbside.
QM016-OF-107 A	Opposite Gosport Drive	27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  Bus shelter moved 2 metres north.
QM016-OF-108 A	Adjacent and north of Gosport Drive	27 metre bus stop clearway.  140mm kerb and associated footway works provided at bus boarding area.  Bus shelter moved 4.5 metres north.

QM016-OF-109 A	Opposite Dowding Way	25 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-109 A	Adjacent to Dowding Way	23 metre bus stop clearway. 140mm kerb and associated footway works provided at bus boarding area.

1.12 42 letters were hand-delivered to those potentially affected by the scheme on or just after 1<sup>st</sup> August 2013, with a closing date of 30<sup>th</sup> August 2013 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, 3 responses were received. The first was from the Metropolitan Police Traffic Unit which advised that the Police had no issues with the proposals as presented. The other was from London Buses which were content with the plans, but asked for site discussions for infrastructure movements.

2.2 Cllr Matthews contacted the Head of Streetcare in relation to the proposals opposite 116/118 Suttons Lane (Drawing QM016-OF-103A) with a concern about the ability of ambulances to stop near residents' premises with a bus stop opposite. Staff provided a response in that the proposals were for works to the footway (a clearway already being in place) and that in the event of an emergency they believed that ambulance and bus staff would cope with any immediate issues.

## **3.0 Staff Comments**

3.1 Staff recommend that the proposals be implemented as consulted.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

The estimated cost of £44,600 for implementation will be met by Transport for London through the 2013/14 Local Implementation Plan allocation for Bus Stop Accessibility. The funding will need to be spent by 31st March 2014, to ensure full access to the grant.

The costs shown are an estimate of the full costs of the scheme, should it be implemented. It should be noted that further decisions are to be made by this committee when a report is received with the results of the consultation. 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 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: QM016, Bus Stop Accessibility 2013/14