



HIGHWAYS ADVISORY COMMITTEE

10 December 2013

REPORT

Subject Heading:

**BUS STOP ACCESSIBILITY
CORBETS TEY ROAD &
OCKENDON ROAD
Outcome of public consultation**

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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 Corbets Tey Road and Ockendon Road and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Upminster** 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;
 - QM016-OF-51&52B
 - QM016-OF-54B
 - QM016-OF-55A
 - QM016-OF-56A
 - QM016-OF-401A
 - QM016-OF-402A

2. That it be noted that the estimated cost of £25,000 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, 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 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 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 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 November 2013.
- 1.8 Of these stops, 47% 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.
- 1.9 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 StreetCare 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.
- 1.11 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 existing bus stops along Corbets Tey Road and Ockendon Road as set out in the following tables;

CORBETS TEY ROAD		
Drawing Reference	Location	Description of proposals
QM016-OF-51&52A	Outside 130 to 134	27 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-51&52A	Outside 191 to 195	27 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-54A	Outside 249 to 251	Bus stop flag and shelter relocated from outside 249 to outside 251 to move bus stopping position away from zebra crossing. 27 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-55A	Outside 236 to 238	23 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-56A	Outside 303 to 307	Relocate bus stop flag from between vehicle crossings of 303/305 to common boundary of 305/307 to be able to make stop accessible. 27 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.

OCKENDON ROAD		
Drawing Reference	Location	Description of proposals
QM016-OF-401A	Outside 1 to 6	Footway built out of layby outside no.4 for bus stop flag and shelter; kerb realigned outside no.1 to leave parking layby outside 1 to 3 (not restrictions). 13 metre bus stop clearway at footway build-out.
QM016-OF-401A	Outside Huntsman & Hounds	21 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.
QM016-OF-402A	Opposite Cemetery	21 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area. Pair of dropped kerbs for passengers to cross Ockendon Road.
QM016-OF-402A	Outside Cemetery	21 metre bus stop clearway 140mm kerb and associated footway works provided at bus boarding area.

1.13 Approximately 35 letters were hand-delivered to those potentially affected by the scheme on or just after 25th October 2013, with a closing date of 18th November 2013 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 which are summarised in Appendix I.

2.2 Of the responses, 3 raised objections or concerns. With regard to the proposals outside 1-6 Ockendon Road (QM016-OF401A), the Metropolitan Police questioned the length of proposed clearway having part into front of

the general parking bay. The second was in relation to the southbound stop shown on 249-251 Corbets Tey Road (Drawing QM016-OF-54A) whereby an objection was made in relocating the bus stop and shelter outside a listed building (No.251).

- 2.3 The third was in relation to the northbound stop outside 130-134 Corbets Tey Road (Drawing QM016-OF-51&52A) where the resident of No.132 raised concerns that the scheme would prevent a widening of the existing vehicle crossing to his premises.

3.0 Staff Comments

- 3.1 The clearway outside 1 to 6 Ockendon Road (QM016-OF401A) would be 9 metres long if reduced to match the accessible area of the bus stop which can be accommodated. Staff will seek clarification with the Department for Transport should the scheme proceed.
- 3.2 With regard to the southbound stop outside 249-251 Corbets Tey Road (Drawing QM016-OF-54A), the current arrangement has buses stopping close to or on the zig-zags (controlled area) on the exit side of the adjacent zebra crossing which is not desirable and Staff consider the stop still needs to be rearranged. Drawing QM016-OF-54AB shows a possible compromise arrangement which would still have the shelter outside the listed building, but close to the northern boundary of the plot, rather than in the centre of the plot and the clearway can be reduced accordingly.
- 3.3 For the northbound stop outside 130-134 Corbets Tey Road (Drawing QM016-OF-51&52A). Staff confirm that provision can be made for an extended vehicle crossing for No.132 and this is shown on Drawing QM016-OF-51&52B. The decision to proceed with the extension would be for the resident concerned.

IMPLICATIONS AND RISKS

Financial implications and risks:

The estimated cost of £25,000 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 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 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

**APPENDIX I
CONSULTATION RESPONSES**

Respondent	Drawing Reference & Location	Summary of Comments	Staff Comments
Alan Ford TfL London Buses Operations	All sites	Fully supports measures from an operational point of view, especially the proposal opposite the Huntsman & Hounds which has always been awkward to access.	Huntsman & Hounds is Drawing QM016-OF-401A
Matthew Moore TfL London Buses Infrastructure	All sites	Some locations may not have power supplies for new shelters, but TfL may be able to source solar-powered shelters in the near future.	Solar power to run shelter lighting.
Martin Young Metropolitan Police Chadwell Heath Traffic Unit	Huntsman & Hounds Drawing QM016-OF-401A	Does not consider it possible to have a parking bay behind a bus stop clearway as the clearway regulations extend from the centre of the road to the highway boundary, i.e. including any lay-by, verge or footway.	Clearway can be reduced in length to suit accessible kerb length.
Lee Macey LBH Bereavement Services	QM016-OF-401A (both stops) QM016-OF-402A (both stops)	General enquiry about works programme and impact on cemetery operation.	Staff advised that scheme was at consultation stage only and should the scheme be agreed, Staff will ensure involvement of colleagues during construction.
Dr Roy Joffe 142 Corbets Tey Road	QM016-OF-51&52A Northbound	Applauds efforts to improve bus stop accessibility and supports it. Requests additional parking controls in area to deal with commuters.	Commuter restriction request passed to colleagues in Traffic & Parking Control.

<p>Terry Hall 303 Corbets Tey Road</p>	<p>QM016-OF-56A Southbound</p>	<p>Supports the Council's desire to make bus stops more accessible for all particularly as there are a high number of residents who require special consideration in the area.</p> <p>The proposed improvement is welcomed as it returns the stop to its original position of some years ago and moves it further from the junction with Foxhall Road. The junction has been the site of a number of road traffic accidents in the past and in [residents'] opinion having a bus stop so close to the junction increases the risk of more.</p>	<p>Stop proposed for relocation for accessibility purposes rather than for any road safety risk.</p>
<p>Maurice Davey 305 Corbets Tey Road</p>	<p>QM016-OF-56A Southbound</p>	<p>No problem with scheme so long as bus stop flag is placed on property boundary as shown on the plan and that the street tree is not affected.</p> <p>Resident requests that stop be changed from STOP to REQUEST.</p>	<p>Flag would be placed as proposed and tree would not be affected.</p> <p>STOP/ REQUEST designation a matter for TfL and the request has been passed on.</p>
<p>Joseph Wylde 251 Corbets Tey Road</p>	<p>QM016-OF-54A Southbound</p>	<p>Resident suggests that when shelter was first installed, the Council's Listed Building Department recommended that it should not go outside resident's listed building.</p> <p>Resident explains that 35 years ago when he purchased the property, he paid for two crossovers at considerable expense, but it caused him and his family considerable problems.</p> <p>It was dangerous trying to enter driveway when a bus was in the stop. The children from Gaynes School caused</p>	<p>The current layout has buses stopping very close to or within the zig-zags (controlled area) on the exit side of the adjacent zebra crossing.</p> <p>The length of the proposed clearway could be reduced, but the shelter should be relocated, but not as far. This may go some way to reduce the impact on the listed building.</p>

		<p>many problems by running in and out of driveway so at great expense period railings were erected in conjunction with English Heritage and Council's Listed Building Department to alleviate the problem losing a grass verge in the process.</p> <p>The bus stop in its present location causes enough problems with the school children throwing rubbish in the resident's garden and constantly trying to kick the bus shelter to bits as reported to Gaynes School many times.</p> <p>Resident does not wish the shelter and associated rubbish moved further away from Cranston Park Avenue which gives these children quick access to their school and my family more problems.</p>	<p>An alternative layout will be shown for consideration by the committee.</p>
<p>Mr Monaghan 132 Corbets Tey Road</p>	<p>QM016-OF- 51&52A Northbound</p>	<p>The resident and staff had a discussion about the possibility of accommodating an enlarged vehicle crossing to his premises.</p>	<p>Staff have confirmed that space can be left for an enlarged vehicle crossing, but the decision to proceed would remain with the resident.</p>