



# HIGHWAYS ADVISORY COMMITTEE

14 January 2014

# REPORT

**Subject Heading:**

**BUS STOP ACCESSIBILITY  
UPPER RAINHAM 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 Upper Rainham Road and seeks a recommendation that the proposals be implemented as set out in the report.

The scheme is within **Hylands** 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-301A
  - QM016-OF-302A
  - QM016-OF-303A
  
2. That it be noted that the estimated cost of £9,000 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 Upper Rainham Road as set out in the following table;

<b>UPPER RAINHAM ROAD</b>		
<b>Drawing Reference</b>	<b>Location</b>	<b>Description of proposals</b>
QM016-OF-301A	South of Bancroft Chase	140mm kerb and associated footway works provided at bus boarding area. Junction radius kerbed to Bancroft Chase tightened.  33 metre bus stop clearway
QM016-OF-302A	Outside 167 to 179	37 metre bus stop clearway  Centre-line of carriageway moved west
QM016-OF-303A	Outside 253 to 265	37 metre bus stop clearway  Footway widened on west side of street to provide 2-wheels up footway parking bay to assist with on-street parking locally.

1.13 Appendix I provides photos of the sites outside 167 to 179 (Drawing QM016-OF-302A) and 253 to 265 (Drawing QM016-OF-303A) whereby parked vehicles prevent buses gaining kerbside access for both sets of loading doors.

1.14 Approximately 128 letters were hand-delivered to those potentially affected by the scheme on or just after 18<sup>th</sup> November 2013, with a closing date of 9<sup>th</sup> December 2013 for comments (including 110 letters to Bancroft Chase).

1.15 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, 5 responses were received which are summarised in Appendix II.

2.2 Cllr Galpin was concerned that any proposals did not have footway build-outs associated with them.

2.3 London Buses fully support the proposals.

- 2.4 Three residents responded and raised concerns about the length of bus stop clearways, impacts from anti-social behaviour, litter, vandalism and privacy; plus impact on deliveries and loss of green space.

### **3.0 Staff Comments**

- 3.1 In response to Cllr Galpin's concerns, Staff confirmed that no kerb build-outs were proposed as part of the Upper Rainham Road proposals.
- 3.2 The bus stopping positions remain in their historic location. Any alternative location would likely attract similar concerns. The length of clearway reflects the length of road a standard bus requires to enter the bus stopping position with both sets of loading doors within 200mm of the kerb line (see Drawing QB109/00/01B). The parking area on the western side of the street (Drawing QM016-OF-303A) would take a narrow section of mown verge and the trees/hedges would not be affected.
- 3.3 The proposals seek to make existing bus stop accessible where currently on-street parking prevent buses pulling into the kerb.

## **IMPLICATIONS AND RISKS**

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

The estimated cost of £9,000 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  
SITE PHOTOGRAPHS**



*Photo 1  
Outside 167 to 179 Upper Rainham Road  
(Drawing QM016-OF-302A)*



*Photo 2  
Outside 253 to 265 Upper Rainham Road  
(Drawing QM016-OF-303A)*

**APPENDIX II  
CONSULTATION RESPONSES**

<b>Respondent</b>	<b>Drawing Reference &amp; Location</b>	<b>Summary of Comments</b>	<b>Staff Comments</b>
Cllr Georgina Galpin	General	I have no problem about making it easier for any bus user to have an easier time accessing a bus, however, I would have a lot to say, if the areas in Hylands were considered for such a scheme as that in Butts Green Road, which if you were to pass daily, as I do, you will observe and agree has created a very dangerous situation.	Staff confirmed that no kerb build-outs are proposed for the Upper Rainham Road proposals.
Alan Ford TfL London Buses Operations	General	Fully supports proposals.	None.
Georgie Brind Upper Rainham Road	QM016-OF-302A Outside 167 to 179	Regarding bus stop out side 167 upper rainham road after consulting residence we all agree this is not a very good idea and the reasons are numerous input mainly children causing broken windows, rubbish , parking, no access and no privacy we will fight them all the way I am sure there must be other spaces available.  And after paying £400 pound for a slope now more unnecessary up evil I hope our valid points are noted.	The bus stopping position remains in its historic location. Any alternative location would likely attract similar concerns.
Mr Farrington Upper Rainham Road	QM016-OF-303A Outside 253 to 265	Why does it needs three bus lengths to stop we only have one bus on this route (that runs when it thinks it will) and what about having something big delivered if nothing can stop outside, this means the deliveries must park half way down the road, for us to get our things delivered. and opposite then is going to lose some green edges or all of	The length of clearway reflects the length of road a standard bus requires to enter the bus stopping position with both sets of loading doors within 200mm of the kerb line.

		<p>the edge, there won't be any green left at all in Havering shortly the council are seeing to that, what with the hundreds of flats being built, what about all the wildlife that live over on that green edge. I hope that the trees aren't going to be pulled up or it's good bye to more birds.</p>	<p>The parking areas would take a narrow section of mown verge and trees/ hedges would not be affected.</p>
<p>Mr Whybrow Upper Rainham Road</p>	<p>QM016-OF-303A Outside 253 to 265</p>	<p>Please can you explain how it is intended to widen the footpath on the opposite side of the road my concern is that you may remove the trees / bushes that screen my property from the noise &amp; site of the skateboard park.</p>	<p>The parking areas would take a narrow section of mown verge and trees/ hedges would not be affected.</p> <p>Resident advised and no further comment received.</p>