RECORD OF DECISION TAKEN

Decision taken by: Head of Highways, Traffic & Parking Service

Route 377 - Introducing Fixed Bus Stops (Bush Hill Park Area)

Background

1. The TfL-managed 377 bus route was launched circa 2001, carrying passengers between Ponders End and Oakwood Station via Bush Hill Park, Enfield Town and the Lonsdale Drive area. The service operates two buses per hour in each direction. The mapping below is from TfL's website.



2. The Bush Hill Park section between the A10 and the A105 currently uses 'hail and ride' operation. This means buses can stop to allow passengers to board or alight at a number of informally designated stopping positions, but also at an unspecified variety of points in between. This occurs at the discretion of the driver, with – one hopes - due regard to bus driver guidance and consideration of any road safety factors that happen to present themselves. It is also influenced by the established habits of passengers.

The Rationale for Introducing Fixed Stops

3. However, there is longstanding accord between TfL and Enfield Council that fixed stops make services more accessible and user friendly for the less able, and thereby align better with the principles of the Equality Act 2010. Providing fixed stops offers better customer information and provides a defined location for passengers seeking to plan a journey or board a bus from the street. This greater level of certainty is of particular benefit to those with visual, mobility or cognitive impairment; or those with general infirmity; or those who are pushing prams and/or leading small children.

4. Where fixed stops are planned and established, high kerbs and bus markings can be placed to ensure those with mobility impairment can access the service in comfort and safety. The higher boarding area allows comfortable use of the vehicles' wheelchair ramp where this needs to be deployed, and eases boarding for those with other challenges or limitations. The bus stop marking ensures the bus can pull in tightly to the boarding area, avoiding the scenario of passengers needing to step down into the road. Doing so is difficult for some, impossible for others, and a poor journey experience for all.

5. One argument for retaining sections of ‘hail and ride’ that is often put forward by those resisting the introduction of fixed stops is around the idea that it offers bespoke variation on stopping positions, allowing those with mobility limitations to board and alight at the exact point most convenient to their particular home. In reality, however, a limited number of established stopping positions will tend to emerge organically, with passengers tending to head to these positions when boarding. Hence a set of fixed stops, suitably spaced, can be roughly equivalent to the level of convenience offered by ‘hail and ride’ whilst improving significantly upon the ease of access between the vehicle and the footway.

6. The claimed benefits in bespoke boarding positions only apply if the bus driver can find somewhere near the passenger’s ideal stopping position to pull up. And, even then, they only apply to the passenger who is physically able enough to make improvised boarding and alighting movements, rather than the passenger whose degree of vulnerability is higher still. Examples of the latter would include someone who uses a wheelchair, or who is traveling with both an infant in a pram and a toddler on foot, or who is fully reliant on a walking aid. Hence the argument that ‘hail and ride’ is the ally of vulnerable passengers and fixed stops their enemy is one that should be challenged.

Excerpts from TfL's 2017 Document:
'Accessible Bus Stop Design Guidance'

(Left to right pages 5, 12 and 18)



Every day in London 1.3 million journeys are made by customers with disabilities, 700,000 journeys are made by people aged over 75, nearly five million journeys are made by passengers carrying heavy luggage and 1.5 million by people with small children. Ensuring that the London bus network continues to be accessible for all Londoners, is critical for London's future economic prosperity and social cohesion.

There are many different user groups who have different needs with regard to bus stop design. Specific user groups that need special consideration include those customers that use a wheelchair, have limited mobility, are blind or visually impaired, are hearing impaired, have learning difficulties and the elderly. It is also important that designers consider these different user needs such as those who use wheelchairs, crutches, walking sticks, canes, guide dogs, mobility scooters, shopping trolleys, and buggies accessing bus services.

Bus stop layout objectives

The objectives of an ideal bus stop layout are shown in figure 4. The bus should stop parallel to, and as close to, the kerb as possible to allow effective use of the bus' facilities. The critical dimensions to consider are the vertical height, or step height, from the kerb to the bus floor and the horizontal gap from the kerb edge to the side of the bus. A well-designed bus stop will provide features which co-ordinate with the facilities of the low-floor bus and minimise vertical height and horizontal gap distances.



Figure 4: Bus stop layout objectives

Bus stop layout objectives

- Allow easy unobstructed access to and from the stop
- Remove street furniture which prevents passengers boarding and alighting
- Affordable and commensurate with accessibility benefit
- Minimise use of kerb space where there are competing demands for frontage access
- Allow the bus to line up within 200mm of and parallel with the kerb
- Prevent/dissuade other vehicles from parking in the stop areas
- Minimise time spent at the bus stop by the bus

'Hail & Ride'

'Hail & Ride' services are where bus services are hailed at any location along a route. Fixed bus stops are preferable as they provide passenger accessibility and can be protected with bus stop 'cages', so that buses are physically able to pull up close to the kerb, assisting passengers to board or alight. TfL has a policy of no longer creating new sections of 'Hail & Ride' facilities.

'Hail & Ride' sections have been introduced where it is difficult to site bus stops but where the presence of a bus service brings benefits to passengers and residents. These services can help older and disabled people as there is a shorter walk to the boarding point.

Outlined below are options to improve accessibility of 'Hail & Ride' bus services. Passenger surveys will assist in determining the appropriate solution.

Option 1 – Conversion to fixed stop

TfL's preferred solution is for conversion of 'Hail & Ride' to fixed stops where:

- Services have grown in patronage and buses are making frequent stops
- Passenger demand is concentrated at identifiable points

Providing fixed stops provides better customer information and provides a certain location for passengers, which in particular benefits mobility, cognitive and visually impaired passengers.

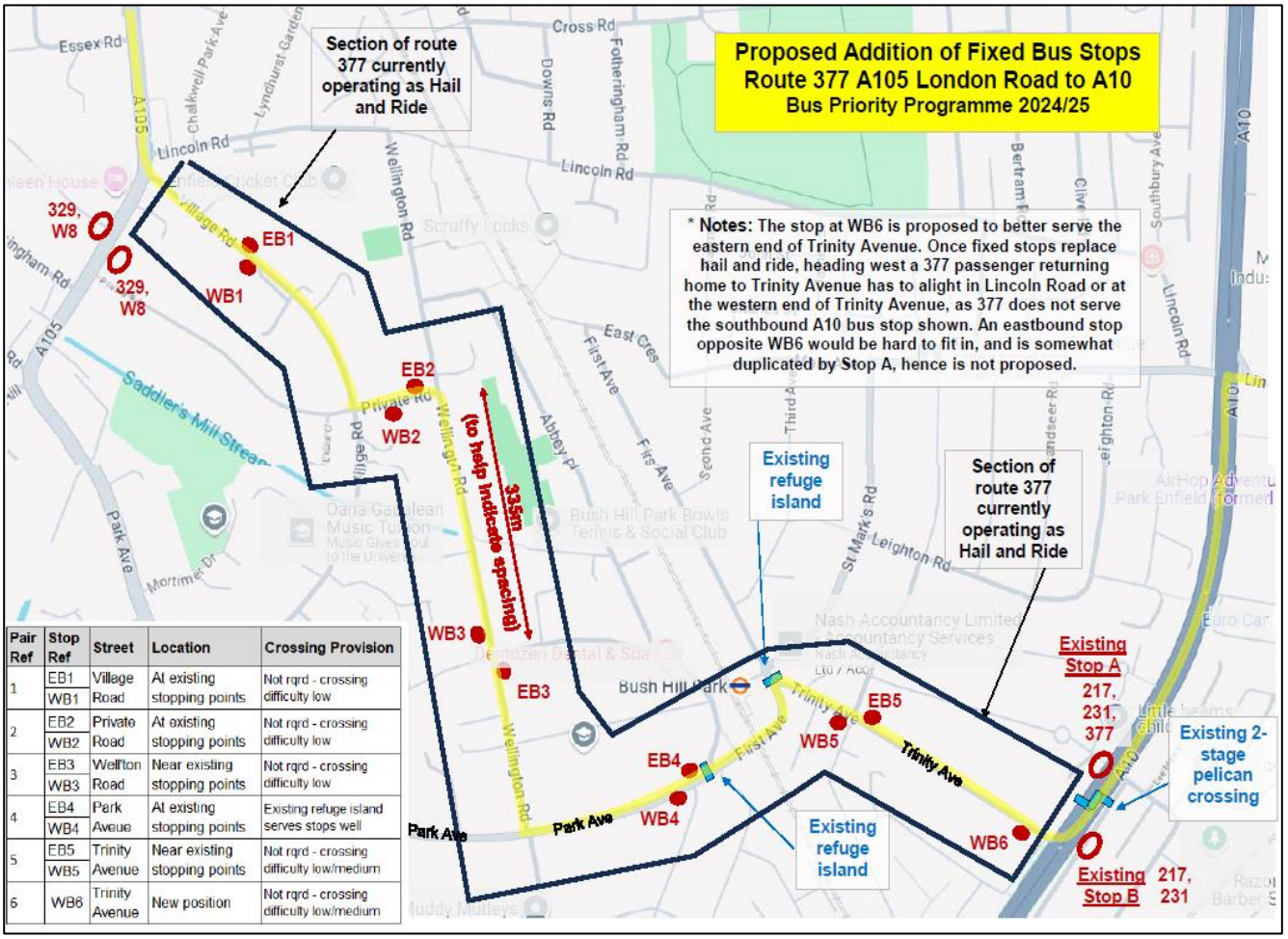
7. Enfield Council, in 2019, was one of many public bodies to formally declare a climate crisis. Better road safety, lowered congestion, better public health and better air quality all follow from nudging Londoners away from car use and into active travel or public transport. It follows that the Council should seek to bring forward any reasonable interventions that help prioritise public transport, that help remove barriers to its uptake and that make it a more accessible and appealing travel option.

8. Thinking more broadly still, the fully accessible transport network TfL has as its aim is one where an independent wheelchair user should be able to plan their journey and know with confidence where they will be able to board and alight and when their bus will arrive. They would have confidence that the location will be accessible, well overlooked, and will cater for their needs. This degree of confidence can never apply when faced with the day-by-day, and hour-by-hour variations that arise with ‘hail and ride’ provision on densely parked residential streets.

9. In addition, being able to better regulate the progress of buses along a route, including providing suitable positions for them to pause to avoid running ahead of timetable, offers value to the service and to service users collectively.

Proposals

10. In partnership with TfL, Enfield Council is proposing to introduce new fixed bus stops along the 377 bus route between A105 London Road and the A10 Great Cambridge Road, a section which is currently hail and ride. The funding opportunity for this measure is provided by TfL. Construction costs of around £80,000 have been estimated for the full set of proposals.

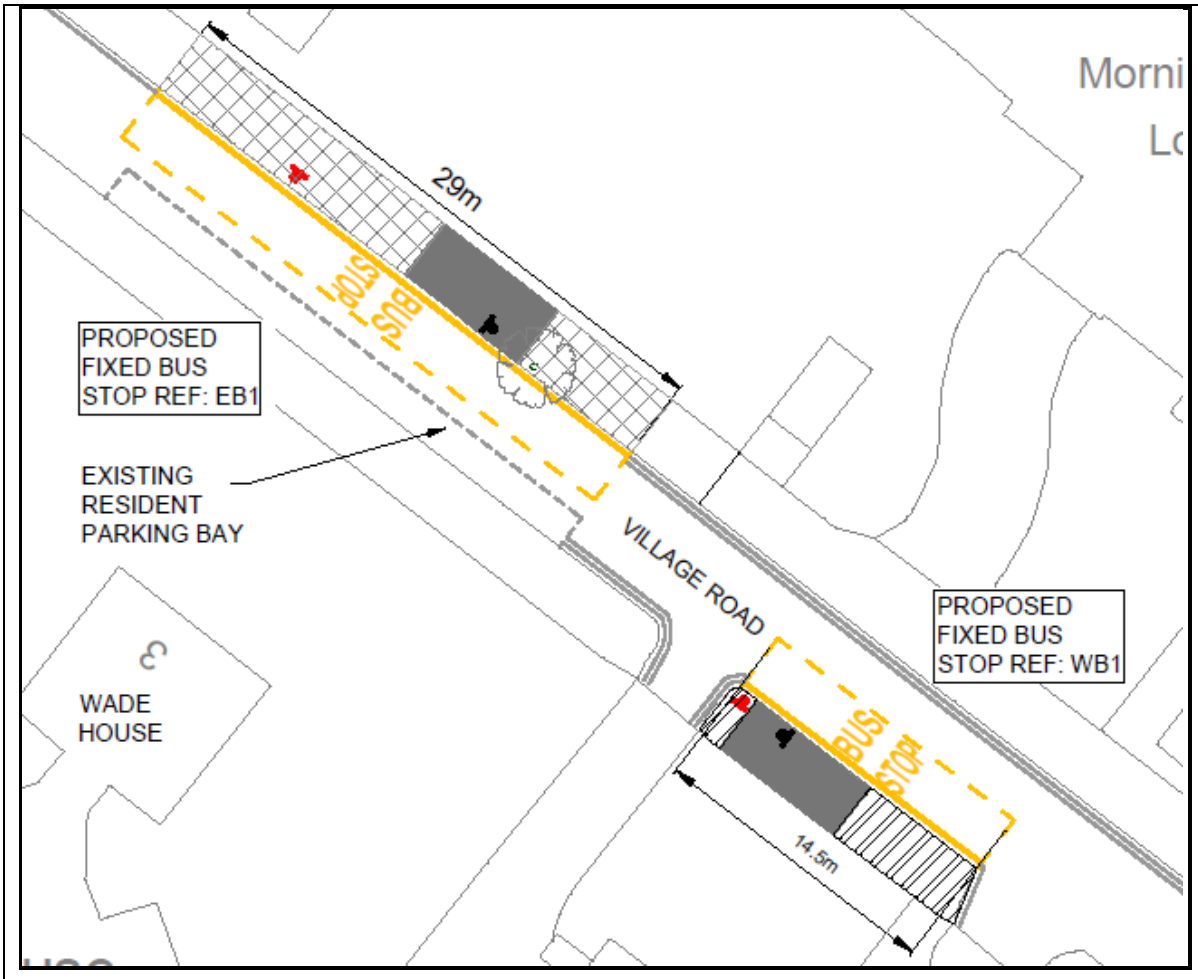


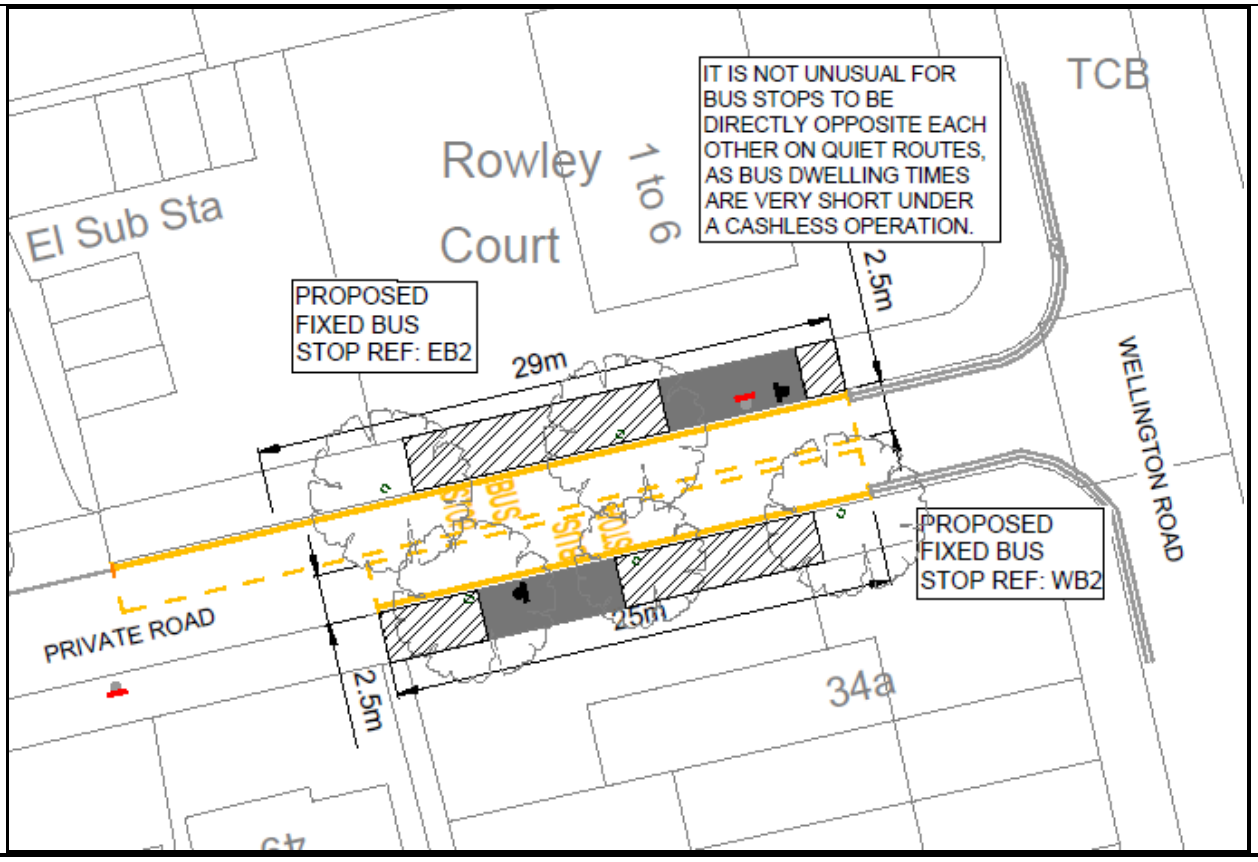
Pair Ref	Stop Ref	Street	Location	Crossing Provision
1	EB1	Village Road	At existing stopping points	Not rqrd - crossing difficulty low
	WB1			
2	EB2	Private Road	At existing stopping points	Not rqrd - crossing difficulty low
	WB2			
3	EB3	Wellton Road	Near existing stopping points	Not rqrd - crossing difficulty low
	WB3			
4	EB4	Park Aveue	At existing stopping points	Existing refuge island serves stops well
	WB4			
5	EB5	Trinity Avenue	Near existing stopping points	Not rqrd - crossing difficulty low/medium
	WB5			
6	WB6	Trinity Avenue	New position	Not rqrd - crossing difficulty low/medium

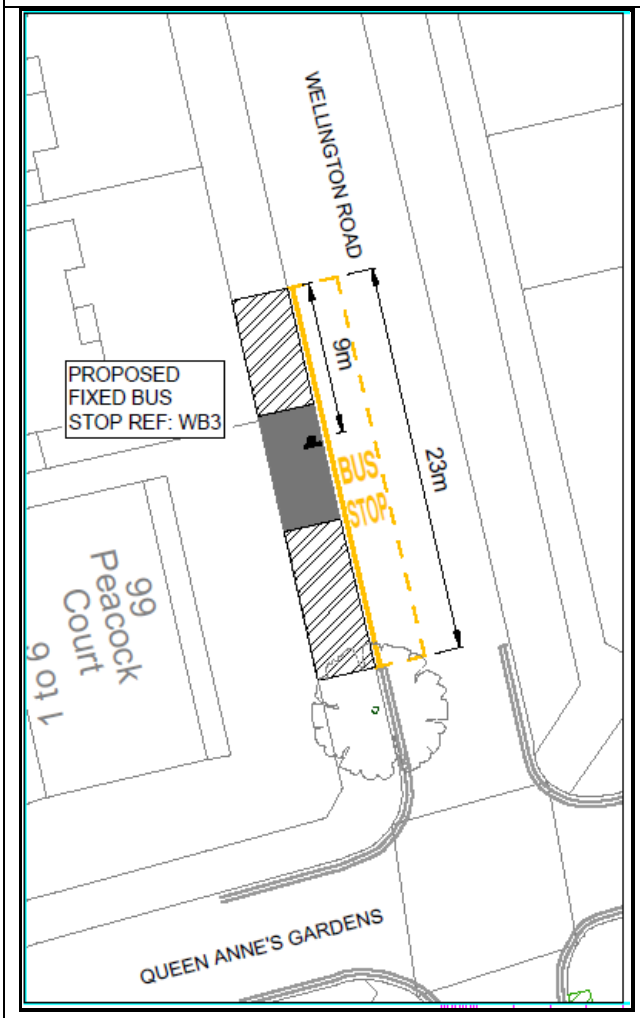
11. The arrangement shown above keeps faith with the TfL principle of keeping to a maximum 400m spacing between stops, but also seeks to maintain positions where stopping activity is already well established. Several locations already feature a 377 bus timetable attached to a conveniently sited post, although none of these existing positions is a formal bus stop nor has a bus marking. An even spacing has been sought across the set of stops, which are generally proposed in pairs, but advantage is also taken of favourable local site features, where appropriate. An example is EB4 and WB4, each sited near an existing refuge island.

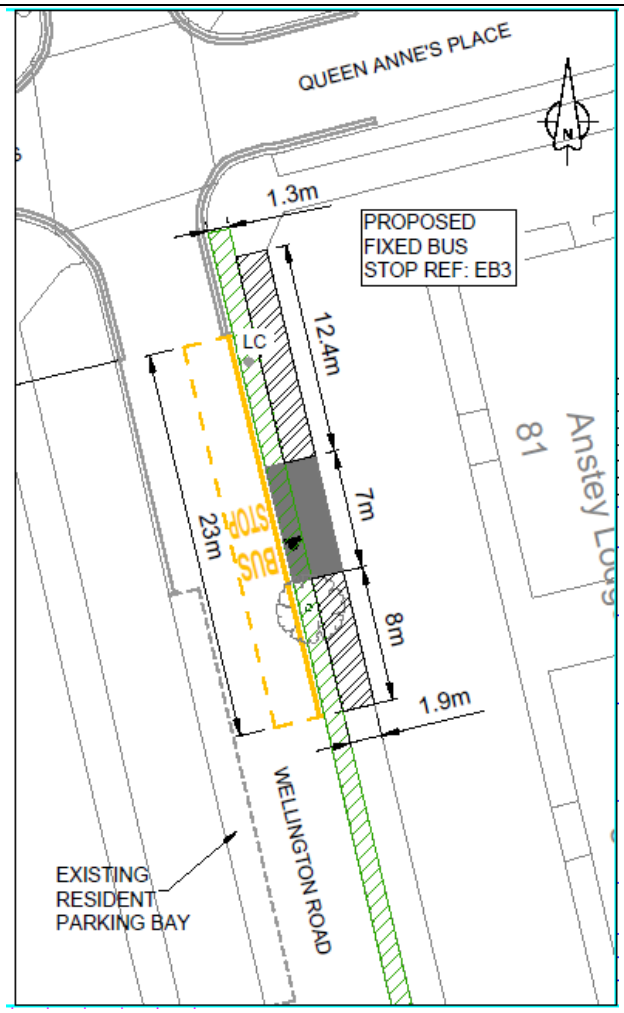
12. There are 5 pairs of bus stops proposed serving the westbound and eastbound directions along with an 11th bus stop serving the westbound direction just after the buses turn right into Trinity Avenue off the A10 Great Cambridge Road. The rationale for this additional single stop is set out in the overview plan above. Existing 'Stop A' on the A10 already caters well for passengers from the eastern end of Trinity Avenue when boarding or alighting eastbound buses. But returning, westbound, to homes at the eastern end of Trinity Avenue, the same passengers would need to alight a long way upstream in Lincoln Road or be conveyed an unwelcome surplus distance west towards Bush Hill Park station. Note: existing 'Stop B' does not, and could not, serve route 377 as buses turning right into Trinity Avenue would need to move into the central lane before reaching this stopping position.

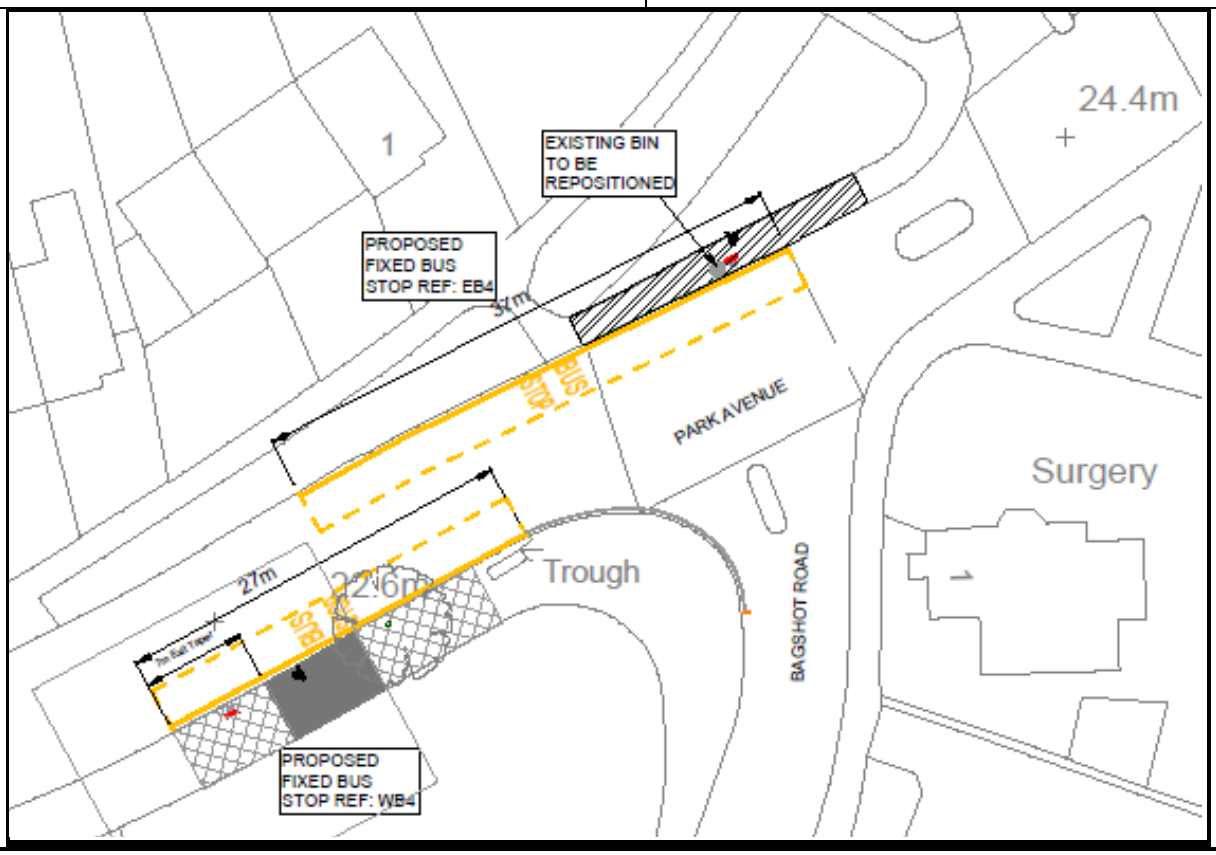
13. Detailed plans were prepared for each site and are seen below.

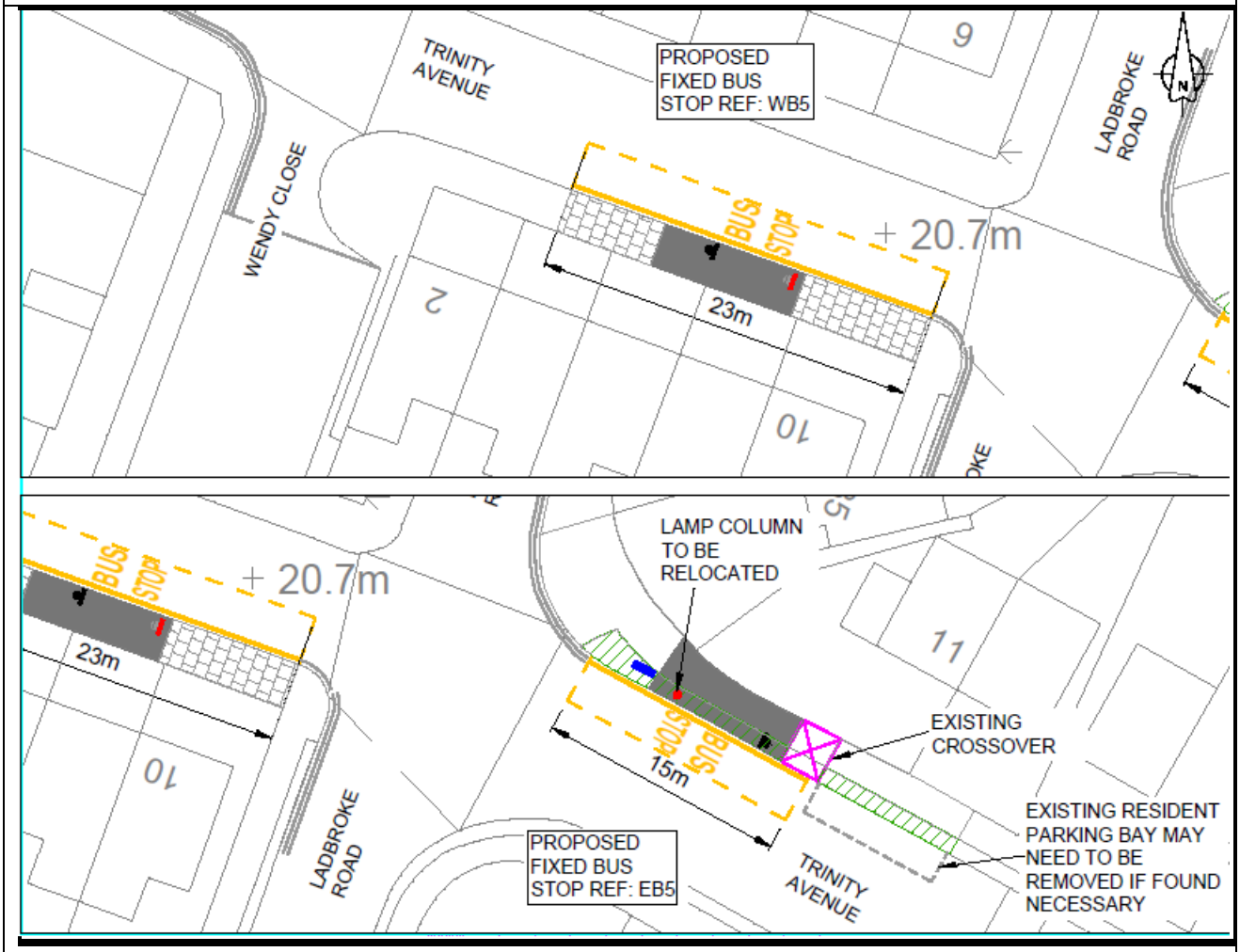

Morni
Lo
29m
BUS STOP
PROPOSED
FIXED BUS
STOP REF: EB1
EXISTING
RESIDENT
PARKING BAY
VILLAGE ROAD
PROPOSED
FIXED BUS
STOP REF: WB1
BUS STOP
14.5m
3
WADE
HOUSE

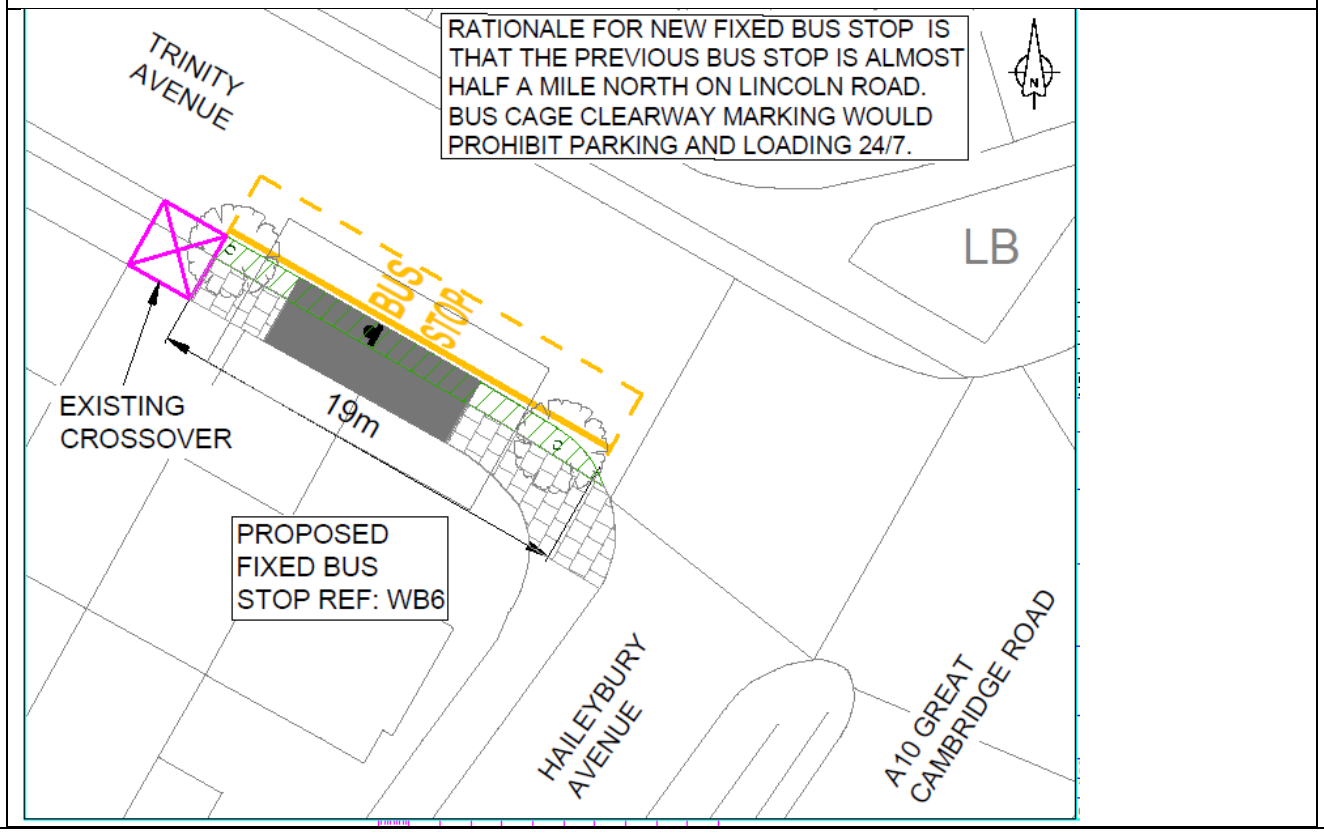

IT IS NOT UNUSUAL FOR
BUS STOPS TO BE
DIRECTLY OPPOSITE EACH
OTHER ON QUIET ROUTES,
AS BUS DWELLING TIMES
ARE VERY SHORT UNDER
A CASHLESS OPERATION.
TCB
El Sub Sta
Rowley
Court
1 to 6
PROPOSED
FIXED BUS
STOP REF: EB2
29m
2.5m
WELLINGTON ROAD
BUS STOP
BUS STOP
PROPOSED
FIXED BUS
STOP REF: WB2
PRIVATE ROAD
25m
2.5m
34a


WELLINGTON ROAD
PROPOSED
FIXED BUS
STOP REF: WB3
9m
23m
BUS
STOP
99
Peacock
Court
1 to 6
9 to 1
QUEEN ANNE'S GARDENS


QUEEN ANNE'S PLACE
1.3m
PROPOSED
FIXED BUS
STOP REF: EB3
LC
12.4m
7m
8m
1.9m
23m
BUS
STOP
81
Anstey Lodge
EXISTING
RESIDENT
PARKING BAY
WELLINGTON ROAD


1
EXISTING BIN
TO BE
REPOSITIONED
PROPOSED
FIXED BUS
STOP REF: EB4
31m
BUS
STOP
24.4m
PARK AVENUE
Surgery
1
Trough
21m
22.6m
BUS
STOP
BAGSHOT ROAD
PROPOSED
FIXED BUS
STOP REF: WB4


TRINITY AVENUE
PROPOSED FIXED BUS STOP REF: WB5
WENDY CLOSE
LADBROKE ROAD
BUS STOP
20.7m
23m
9
2
10
LAMP COLUMN TO BE RELOCATED
11
EXISTING CROSSOVER
15m
EXISTING RESIDENT PARKING BAY MAY NEED TO BE REMOVED IF FOUND NECESSARY
PROPOSED FIXED BUS STOP REF: EB5


RATIONALE FOR NEW FIXED BUS STOP IS THAT THE PREVIOUS BUS STOP IS ALMOST HALF A MILE NORTH ON LINCOLN ROAD. BUS CAGE CLEARWAY MARKING WOULD PROHIBIT PARKING AND LOADING 24/7.
TRINITY AVENUE
LB
BUS STOP
EXISTING CROSSOVER
19m
PROPOSED FIXED BUS STOP REF: WB6
HAILEYBURY AVENUE
A10 GREAT CAMBRIDGE ROAD

Consultation

14. In late October 2024 consultation leaflets were posted to residents of all homes that fronted, or sat in close proximity to, the proposed new stops, which cover six locations along the route. Each set of homes was issued with detailed drawings of the measures near their particular location, as well as an overview drawing and explanatory text. In total 226 letters were sent.

15. At the same time the full set of information was shared with **ward councillors** for the area. While no comments were returned in direct response, it is understood that local councillors welcome improvements of this nature, having written previously on behalf of residents who reported that deterioration in the condition of a grass verge near the EB3 position was fouling pedestrian access to the bus. In these exchanges officers had argued for seeking funding for adding fixed stops across the area, as is now proposed. The concern in paving one section of verge where regular stopping activity happened to occur, was that this would still not equate to a fully accessible fixed bus stop and that it might fit badly with a wider sequence of fixed bus stops, should this follow in later years.

16. The proposals were also shared with **Bush Hill Park Residents Association** (BHPRA). The group found favour with the general intent behind the proposals and saw logic, overall, in the siting of the stops. Some concerns were submitted, however. These are paraphrased in the table below, with officer comments alongside.

BHPRA Comment 1: Stops WB5 and WB6 seem prone to attracting objections about loss of parking by fronting households. The use of a 'bus boarder' (a small build out) might reduce the degree of nuisance and opposition in this regard.
Officer Response 1: The original proposal made use of an existing stopping position for WB5, but the necessary addition of the bus stop marking would indeed interrupt domestic parking activity. Several independent objections to the proposal were submitted to raise this point. Officers went on to identify an alternative spot nearby, which they felt would offer equal utility to service users but less intrusion to residents. At the revised position, just west of Wendy Close, there are no properties directly fronting the proposed bus stop location. Note, however, that good natural surveillance is offered by the homes opposite, which tends to allay service user concerns about personal security at bus stops. A lone objection to stop WB6 was submitted with loss of parking near the home again the key concern. With no suitable alternative position identified, a revised design featuring a small build out (known as a bus boarder) was produced. By having the boarding position protruding into the road beyond the portion of roadway occupied by parked vehicles, no parking controls are required upstream or downstream to ease the route of the bus to/from the boarding area. The loss of parking space is confined to the length of the boarding area itself, which at 7m equates to just one space. In this example the original layout came at the loss of 3 spaces due to the bus marking needing to keep clear an extended length of adjacent kerbside. The revised proposal was sent to the set of homes and generated no further adverse comment. The previous correspondent responded to indicate being happy with the amendment.
BHPRA Comment 2: It appears that stops EB4 and WB4 will be shared with the 192 route.

Officer Response 2:

It is anticipated that the 192 service will continue to stop at these existing positions, thus sharing stops EB4 and WB4. The proposals have been shared with bus route planning officers at TfL to give consideration to this point.

BHPRA Comment 3:

The group's assessment is that current stopping positions in the area of interest number 10 or more in each direction, hence at roughly half the spacing of those proposed. While the conflicting benefits and difficulty finding fixed stop positions are understood, it will tend to increase walking distance from local homes to stopping positions. Two pairs of fixed stops in Wellington Road seems better than one, perhaps the one shown near Queen Anne's Place plus a second near Park Avenue.

Officer Response 3:

The point on spacing and walking distance is acknowledged, but the argument for fixed stops is set out in detail above in sections 3 to 9. The proposed stopping positions largely reflect the existing stopping positions that, at present, are partially formalised by the presence of timetable boards. Existing and proposed both, generally speaking, match the 400m spacing principle, hence 5 or 6 stops is the correct number to fit the length of route in question. Having, instead, 10 or 12 stops in order to replicate every position the bus stops under hail and ride working would, therefore, be excessive and out of step with the normal spacing of fixed bus stops.

Creating formal bus stops comes with particular challenges in Wellington Road, as the submission acknowledges, due to the historic line of bushes, notably separating the eastern footway from the road. The design team sought to avoid removing sections of any such foliage, to minimise the overall perception of intrusion across the proposals, unless the case to do so seemed overwhelming. On balance it did not, hence the southern end of Wellington Road is served, instead, by either EB3/WB3 or EB4/WB4, the spacing between which is not excessive.

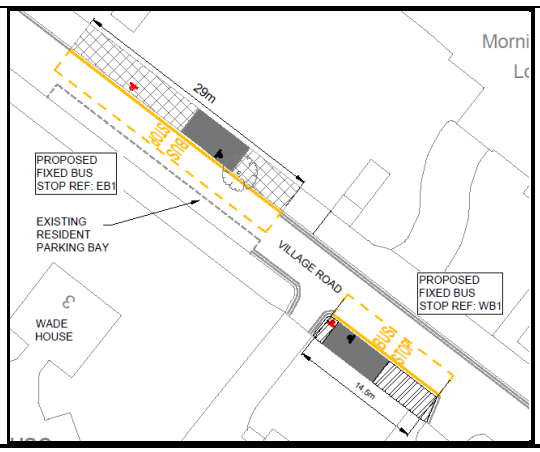
Examining the domestic catchment more widely via the mapping at section 10 above, it can be seen that the EB2/WB2 pair serve the northern half of Wellington Road along with the side roads of Private Road and Abbey Road. The pair at EB3/WB3 serve the southern half of Wellington Road (that is the section north of Park Aevnue), along with the side roads of Queen Anne's Place / Queen Anne's Gardens and Drynden Road. Overall, the designers feel the proposed arrangement does not leave any areas of housing at excessive distance from a bus stop.

17. The comments submitted by **residents** are addressed in similar fashion below. Note: some locations attracted no submission of comments.

Stops EB1/WB1 – Village Road:

A lone correspondent wrote (redacted as necessary): "I approve whole heartedly. I… often join the bus into Enfield at WB1. In twelve years… I have yet to get off the bus anywhere near the EB1 post. Coming back from Enfield, the bus will often stop immediately it leaves London Road… If I don't get off then and walk down, the driver will not stop for quite some distance and I will have to walk back uphill carrying my shopping."

Officers are grateful for the supportive comments, which serve as a useful reminder that the reality of hail and ride operation can differ from the theoretical ideal.

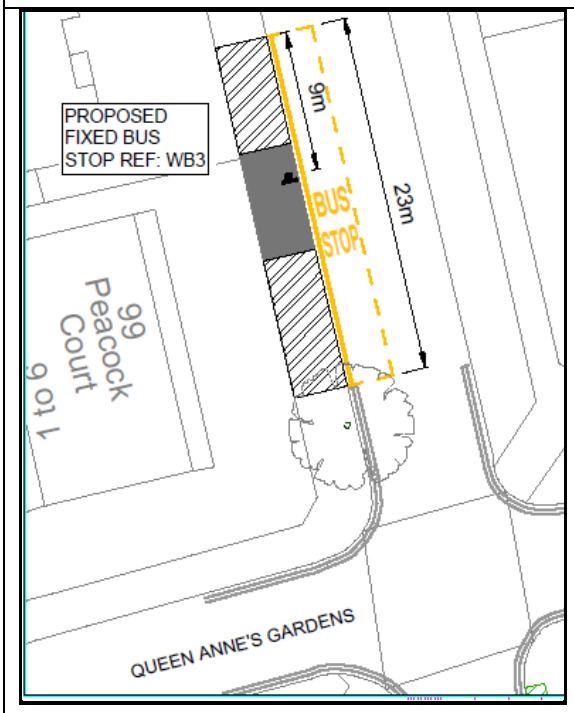


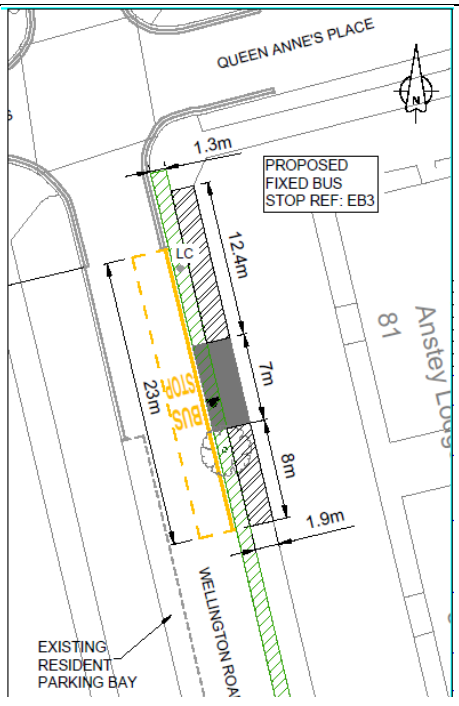
Stops EB3/WB3 – Wellington Road:

Comment One: One of the correspondents raised road safety concerns about this pair of stops being sited in close vicinity to the crossroads, describing it as a busy junction that could be tricky to negotiate as a driver, and reporting having seen multiple fatal incidents at this site. The bus stops proposed nearby, the message concluded, would be an unwelcome impediment to visibility.

Officer Response: The standard police-led recording and categorizing of injury incidents occurring on UK roads commenced in 1999. Over the span of several years, even quiet streets can attract a few incidents along their length, or at key intersections, but these will typically fall into the least severe category of 'slight' injuries. Incidents classed as 'serious' are notably less numerous across the network and incidents leading to fatal injuries remain rare beyond the major arterial routes. Although Wellington Road can be expected to carry a certain level of through traffic, the east/west route that it crosses is largely for local access trips only, thus it would not tend to be classed as a 'busy junction' in terms of road safety considerations. To find even one fatal incident at such a location would be noteworthy, let alone several. What is found in the records is 5 slight, 1 serious and zero fatal within 50m of the junction across 24 years, which is a pleasingly modest road casualty history and much closer to what might be expected than the description submitted.

The locations for stops EB3/WB3 have been selected largely to replicate existing stopping positions. The key difference is that the proposed EB3 is shown just south of Queen Anne's Place whereas the current habit is for the bus to stop immediately at the northern corner of the junction. Two points can be stated. Firstly, if the stopping of buses near the junction were problematic in road safety and visibility terms, we would expect the evidence of this to have already become apparent in the records. A reasonable conclusion, given that it has not become apparent, is that it is not problematic. Secondly, to whatever degree the presence of buses is prone to hinder the progress or sight lines of other drivers, the future arrangements at this particular location should make it better, not worse. The stops serve only a single route with just 2 buses per hour. Under cashless operation - outside of certain stops in busy hub locations - bus dwelling events tend to be very short. Hence the issue of a stationary bus hindering other traffic movements is more likely to be a brief inconvenience occurring relatively infrequently across the day, rather than a serious and continuous hazard to drivers.





Comment Two: A second correspondent had no objections to the proposals as shown but offered the opinion that the existing stopping positions are lightly used, and that the addition of a bus shelter would present an unjustified visual intrusion.

Officer Response: The proposals under discussion do not include the addition of bus shelters. A fresh consultation and decision-making process would need to be explored, were the addition of a bus shelter ever proposed.

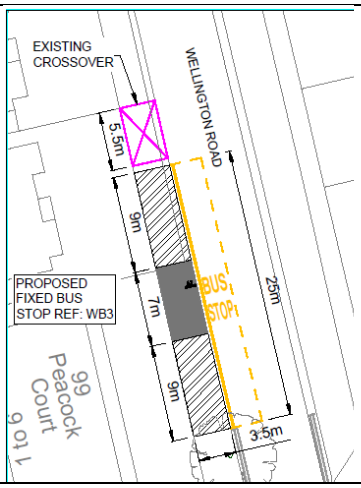
Comment Three: A third correspondent explained that buses currently stop directly at their home on Wellington Road, which sits roughly midway between proposed stops EB2/WB2 and EB3/WB3. They would regret the change to fixed stops as the current working is ideal for both younger and older members of the family. For the latter, the message states, the additional walk may deter them making trips.

Officer Response: The stretch of road in question is characterised by hedgerows separating the carriageway from the eastern footway, broken by the presence of domestic crossovers. Officers infer that the home in question is roughly midway between the proposed positions at EB2/WB2 and EB3/WB3 and that the southbound bus presently stops at one of the crossovers when members of this household are seeking to board or alight. Introducing a fully accessible fixed bus stop requires placing a section of higher kerbs, which clearly cannot co-exist with the lowered kerbs of a crossover, hence no options exist to place the formal stop directly by the home in question without removal of a section of hedgerow.

Section 16 above (comment three) sets out why adding fixed stops (largely at the pre-existing key stopping positions) is favoured, despite the removal of the bespoke boarding and alighting options that might currently serve homes situated between stops. While the infirmity of the potential bus users is noted, the home would remain within 175m of a bus stop. The bus route is providing a service to the wider estate, including those in homes situated on intersecting streets. Against this broader context, homes within 175m of a bus stop would be a relatively small set of well-served dwellings. In common with any other public transport system, the service must be planned to best meet the needs of the overall community for the present and future. Attempting to adapt it to meet the potentially fluctuating preferences of households on a home-by-home basis, is not realistic.

Comment Four: A fourth correspondent had concerns with the position of the bus marking relative to their crossover.

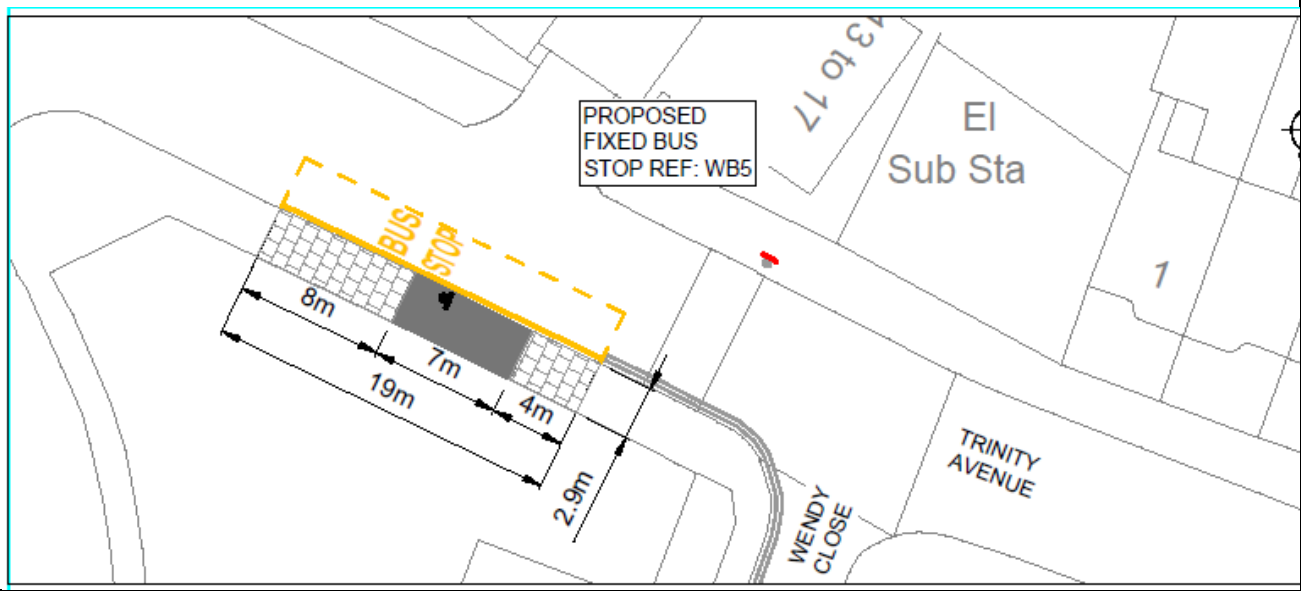
Officer Response: A site meeting between the designer and householder clarified the concerns that an undersized gap between the bus marking and the crossover might encourage drivers to leave vehicles overly close to their dropped kerbs. A tweak to the design leaves the bus marking stopping just short of the crossover, resolving this concern to the household's satisfaction.



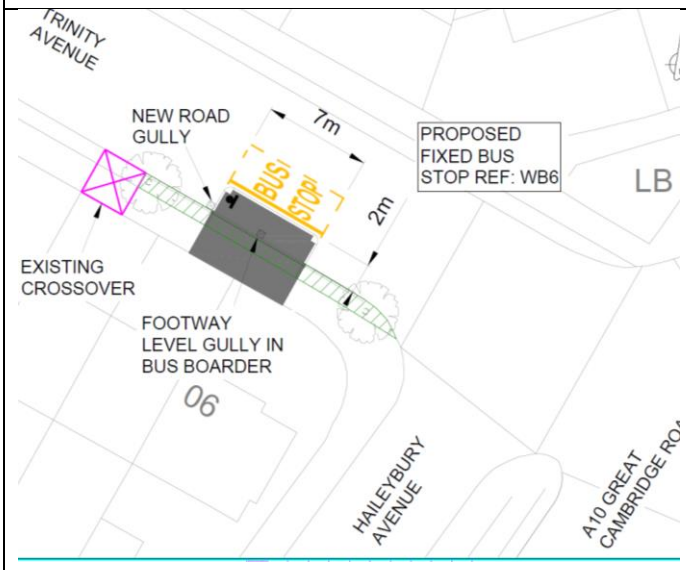
Stops EB5/WB5 – Trinity Avenue:

Comment One: Several correspondents submitted anxieties about the position of Stop WB5 in front of homes 2 to 10 Trinity Avenue around loss of domestic parking options and other factors.

Officer Response: The response to Comment 1 at section 16 above sets out that a revised proposal was drawn up moving the bus stop a short way to the north west. This resolved the concerns with no identified detriment to the bus service or passenger experience and hence is the design (seen below) that officers recommend taking forward.



Stop WB6 – Trinity Avenue:



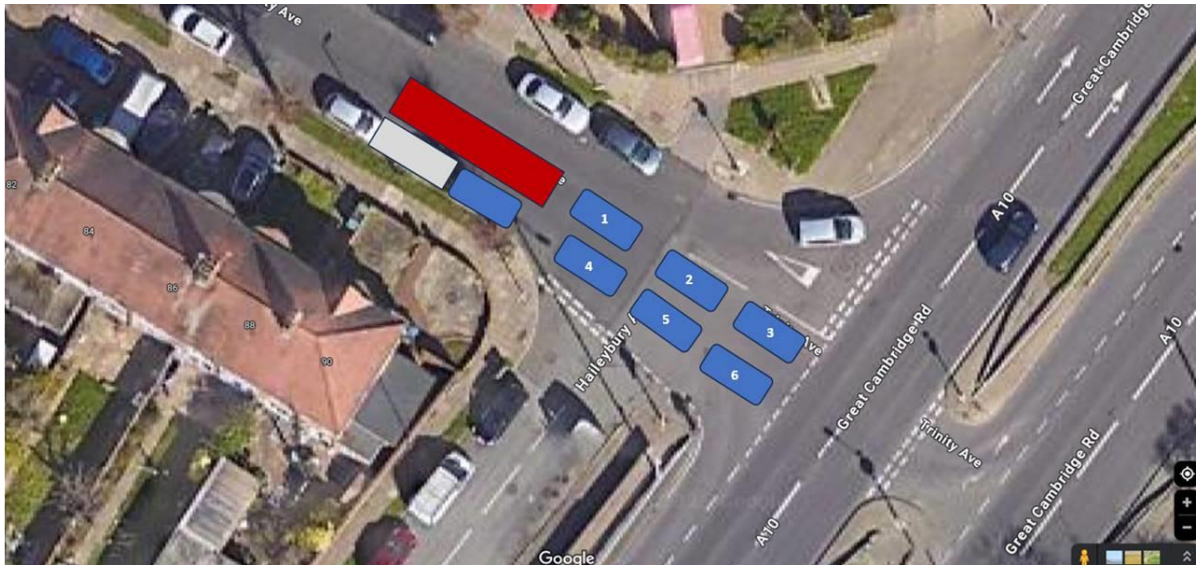
Comment One: A correspondent from a home fronting the proposed bus stop set out concerns about the proposal originally circulated, feeling it would come with excessive loss of domestic parking options, and bring other unwanted effects, and that it would lack balance in focusing these impacts upon a small set of homes with relatively poor parking options.

Officer Response: The response to Comment 1 at section 16 above sets out that a revised proposal was drawn up utilising a bus boarder to reduce the loss of kerbside parking space. This resolved the concerns and hence is the design (seen left) that officers recommend taking forward.

Road Safety Considerations: The revised layout will see the dwelling bus occupying the central portion of the Trinity Avenue carriageway, albeit only for brief events of - it is estimated - up to 30 seconds. Officers have considered whether this raises concerns with hindering the flow of right turning traffic departing the A10, potentially delaying inbound drivers from the north reaching the sanctuary of the side road in the context of fast-moving A10 northbound traffic. (Note: inbound traffic from the south already has an extensive off-slip lane effectively giving sanctuary from following northbound traffic to vehicles heading from south to west.) Moving the bus boarder one space further west is not favoured as it would likely require the removal of the mature tree near the crossover. Positions further west are limited by the lack of suitable gaps between crossovers.



However, site observations suggest vehicles entering the eastern end of Trinity Avenue typically arrive singly or in relatively small platoons so would rarely risk exceeding the available space for them in the side road behind a dwelling bus. In further mitigation, officers feel the drivers making the right turn across the northbound arm of the A10 would already be well focused on the potential hazard posed by northbound traffic and have clear line of vision to any obstruction in the side road ahead, and would be very likely to delay their turning movement where lack of space ahead was a factor. Also, that the localised flaring of Trinity Avenue east of the proposed bus stop would, in extremis, offer additional spaces for delayed westbound vehicles to occupy, sitting clear of traffic on the northbound arm of the A10. The estimated 18 metres behind a dwelling bus could fit three standard cars, with another three potentially able to make use of the surplus road space alongside to the south as indicated below.



To repeat, however, the driver of vehicle 4 would arrive at the give way line of the right turn pocket in this scenario with the rear of the nearest vehicle only 10m ahead. It is very likely, in the view of officers, that in the rare event of this queue manifesting itself, this driver will simply delay their movement across the northbound lane. The bus, and the queue, are likely to move off before the driver becomes unduly impatient. Overall, then, officers feel the risk is small and suitably mitigated. However, the operation of the junction will be monitored post-implementation to ensure that it

continues to operate safely. The addition of further parking controls on the northern kerbside is one low-cost intervention that could be implemented, should the operation be judged problematic.

Scheme Wide Comments from Residents:

One resident wrote to query the meaning of accessible bus stops, arguing that the measures were a waste of money and that the need to walk to a fixed stop was to the detriment of less able passengers who, currently, can board or alight at bespoke positions near their homes. The correspondent responded to the rationale officers subsequently supplied by stating that those using the service with wheelchairs and prams would already have the sense to hail the bus at positions they could see were suitable, hence no change to the current arrangements was merited.

The long stretches of Wellington Road's eastern footway, which are separated from the road by hedgerows and verges, give a good example of where a wheelchair user (especially one who was unfamiliar with the area) might travel a significant distance and still not find a position at which they could safely board a bus. Sections 3 to 9 above set out why the least able passengers - a group which covers a variety of incapacity factors - benefit from the reassurance and certainty of fixed boarding positions. This is in the context of informal stopping positions that might be found clear of parked cars on some occasions and obstructed by them on others.

The correspondent's argument overlooks the difficulty and anxiety a vulnerable passenger might face trying to judge from inside a moving bus, especially in the hours of darkness, whether the viable alighting point they rely upon is to be encountered near the next side road, or the one after that, or not until the bus has reached a different part of the estate entirely. Setting off to find sympathetic positions to board, in the context of shifting parking activity, could be equally challenging. A system that prioritises the convenience of the able - even if this includes some of the less able - by asking the very least able to fend for themselves is clearly in opposition to the principles of equality and accessibility.

Recommendation

18. Accordingly, the recommendation of officers is that the proposed works should be advanced at all eleven locations with revisions to the consultation layouts at stops EB3, WB5 and WB6, as shown above. This would draw upon the TfL grant funding provided specifically for the purpose, which is sufficient to cover the expected construction costs.

Summary of Decision Taken including reasons:

19. To proceed with the works shown to introduce the eleven fixed bus stops, for all the reasons stated above.

Have Property / Legal / Finance / Procurement Teams been approached to comment on this Decision? If so, please provide details below

- Consultation with Property, Legal, Finance and Procurement not necessary in this instance.

Any alternative options considered and rejected:

- Consideration is given above to not introducing fixed stops and to various alternatives to their exact position.

Interests Declared in Respect of the Decision (and by who): **None**
NOTE: This form must be signed and dated by the decision taker(s) – see below: The date specified will be taken as the date that the decision was made.

Signed: 

David Taylor
Head of Highways, Traffic and Parking Service

Date: 24th January 2025