

COLDHARBOUR LANE, HAYES - PETITION OBJECTING TO THE RELOCATION OF THE BUS STOP IN COLDHARBOUR LANE

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning, Transportation and Recycling
Officer Contact(s)	Hayley Thomas, Residents Services
Papers with report	Appendices A & B

1. HEADLINE INFORMATION

Summary	To inform the Cabinet Member that the Council has received a petition from businesses and residents objecting to the relocation of the bus stop in Coldharbour Lane, Hayes.
Contribution to our plans and strategies	The request can be considered as part of the Council's strategy for road safety.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents' and Environmental Services.
Ward(s) affected	Townfield

2. RECOMMENDATION

Meeting with the Petitioners, the Cabinet Member:

- 1. Discusses with petitioners their concerns with the relocation of the bus stop in Coldharbour Lane, Hayes.**
- 2. Notes the fact that there have been previous representations for a better bus stop near the Salvation Army Hall, from the Older People's Assembly.**
- 3. Notes the fact that the present bus stop provides inadequate space for waiting passengers and passing pedestrians and does not meet current design standards.**
- 4. Considers whether the layout currently proposed in this section of Coldharbour Lane should be implemented or to ask officers to investigate further options and report back to him.**

Reasons for recommendation

The petition hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

Alternative options considered / risk management

None at this stage.

Policy Overview Committee comments

None at this stage.

3. INFORMATION

Supporting Information

1. A petition with 96 signatures has been submitted to the Council from businesses and residents requesting that the existing bus stop in Coldharbour Lane, opposite Mount Road, be retained as part of the town centre improvements.
2. In an accompanying letter the lead petitioner states; *"Local businesses are very unhappy about the removal of this bus stop. It will affect our footfall and in turn affect our business. We have got local people to sign our petition for keeping this bus stop. It will not only affect us but Botwell School and the Sports Centre & Library. Also there was no consultation with any businesses which is very unfair. We have been to see John McDonnell MP and he agrees with us that this bus stop should stay. Being as I am in the business of raising money for Cancer Research and our shop has been there for 30 years, it will affect our trade vastly, as well as all the other businesses. Please reconsider this."*
3. Although it has been suggested by the lead petitioner that there is support from other businesses, it appears that there is only one signature collected from a business in this section of Coldharbour Lane. The Cabinet Member will be aware of the involvement of many local stakeholders, including the business forum, in the development of the town centre improvement proposals.
4. The location of Coldharbour Lane is indicated on Appendix A and links Uxbridge Road in the north to Botwell Lane/Pump Lane in the south. The road incorporates both businesses and residential properties and also provides access to several other residential roads. Coldharbour Lane serves the 90, 140 and E6 bus routes and Botwell House Primary School and Botwell Green Leisure Centre are also in close proximity.
5. As the Cabinet Member will recall the Council undertook initial consultation with residents and businesses in Hayes Town in September 2012 to seek their views on possible option for town centre improvements in Hayes. Feedback gained from this consultation was used to shape the design and layout of the improvements for Hayes Town Centre, which included opening Station Road to two-way traffic, dedicated cycle lanes throughout the town centre and improved street lighting and tree planting.

6. As part of the scheme development an on-site meeting was held with colleagues from Transport for London and London Buses in October 2013 to determine the optimum locations for the bus stops within the new town centre layout. Both Transport for London and the Council have received a number of requests for a stop to be provided near the Salvation Army Hall in Coldharbour Lane including representations to the Older People's Assembly. London Buses were also keen to see a new bus stop in Station Road to replace the existing stop which would be removed as part of the new junction arrangements at Botwell Lane and Station Road. Taking this information into consideration and also the existing bus stop's close proximity to the proposed dual roundabouts, it was agreed that the bus stop locations should be modified so that a stop will be available in a more central location in Station Road and near to the Salvation Army Hall in Coldharbour Lane as shown in plan attached as Appendix B.

7. The existing bus lay-by does not meet the current Transport for London standards and is also located on the exit to the proposed double roundabout at the junction of Coldharbour Lane/Pump Lane/Botwell Lane/Station Road. If a bus stop were to remain in this location it would need to stay as a bus lay-by instead of a stop in the carriageway, which is being used at all new bus stop locations in the scheme. This would be to ensure that buses do not cause delays on what will already be a very busy junction, due to traffic behind the bus queuing into and blocking the roundabouts.

8. A second consultation on a detailed design was then conducted in December 2013 to allow residents and businesses to view and comment on the new layout. Nearly 4,500 leaflets were delivered to businesses and residents in Hayes Town. Large scale plans were available to view in Botwell Green Leisure Centre and officers were on hand on specified dates to discuss the proposals with residents and businesses. Two main articles were placed in the local Gazette to promote the consultation as well as information being provided on the Council's website. A total of 652 responses were received during this consultation and where possible, amendments were made to the scheme to incorporate these suggestions.

9. A final scheme layout was submitted to Transport for London for approval to proceed to implementation and approval was subsequently given in December 2014. Works began on-site in Coldharbour Lane in February 2015 and are expected to take approximately 12 months to complete.

10. Following receipt of the petition, officers arranged to meet with the petitioners to discuss their concerns and determine if a solution could be agreed without the need to progress to a full petition hearing, known as 'Intelligent Intervention'. The inadequacies of the present bus stop were explained as well as the desire from others in the community, supported by London Buses, for a relocation of the stop. Despite the best efforts officers were unable to identify a suitable location to re-site this bus stop near its current location.

11. The town centre improvements incorporate a continuous cycle lane throughout the scheme. To ensure that passengers waiting at the bus stops do not impede cyclist using the new cycle lane, 'floating bus stops' have been created at all stops between the cycle path and the carriageway. These allow sufficient width for a standard bus shelter and passengers to wait safely. The current width of the public highway does not allow enough room for both these features as well as the required footway and carriageway widths.

Officers also investigated the possibility of adopting the existing private forecourts outside the shops in this area to increase the space available within the new layout. However, this still did not provide the required footway and carriageway widths to introduce an acceptable bus stop lay-by.

12. Transport for London guidelines state that the maximum distance between stops should be no more than 400 metres. The distance between the proposed new bus stop locations is 355 metres which is well within the guidelines.

13. It is therefore recommended that the Cabinet Member meets the petitioners and discusses their concerns and what measures, if any, would be appropriate and supported by residents and businesses.

Financial Implications

There are no financial implications associated with the recommendations to this report. If works are subsequently required, suitable funding will need to be identified within the Major Schemes Project for Hayes Town Centre.

4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member an opportunity to discuss in detail with petitioners their concerns.

Consultation Carried Out or Required

Two separate public consultations took place in September 2012 and December 2013. On both occasions consultation leaflets were delivered to nearly 4500 Hayes residents as well as local businesses. Plans were on display in Botwell Green Leisure Centre and officers were available to answer residents and businesses questions. Both consultations were also advertised on the Council website with an option to submit their comments online as well as in writing.

5. CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and concurs with the financial implications set out above.

Legal

There are no special legal implications with the Cabinet Member to meet and discuss with petitioners their concerns with the relocation of the bus stop in Coldharbour Lane, Hayes and to consider recommendations 4 above.

A meeting with the petitioners is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage. Fairness and natural justice requires that there must be no predetermination of a decision in advance of any wider non-statutory consultation.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

Should there be a decision that further measures are to be considered then the relevant statutory provisions will have to be identified and considered.

Corporate Property and Construction

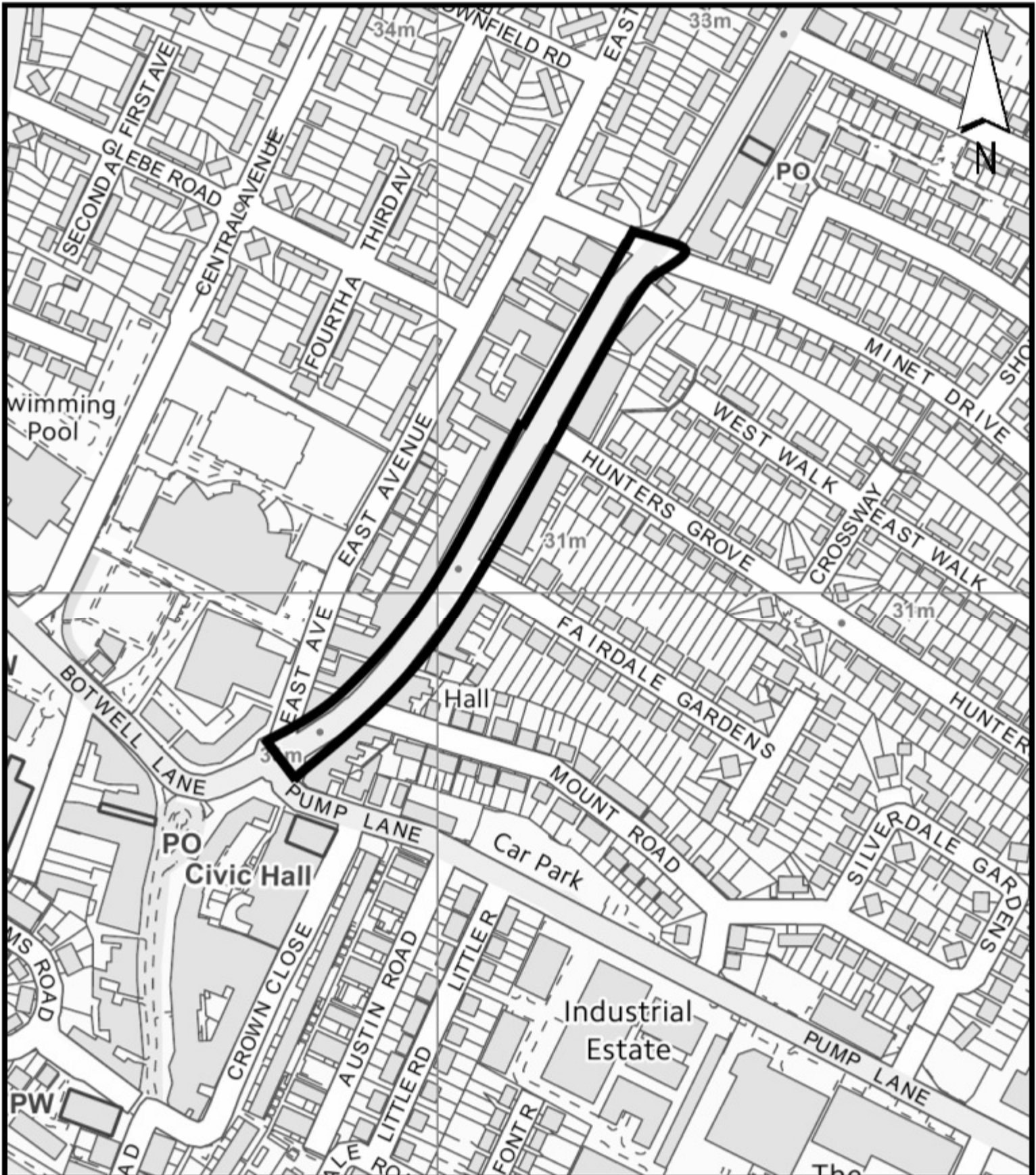
There are no property implications resulting from the recommendations set out in this report.

6. BACKGROUND PAPERS

Hayes Town Centre Consultation: 12/09/12 - 24/10/12

Hayes Town Centre Consultation: 02/12/13 - 13/01/14

Gazette Article 27/11/13 and 08/01/14



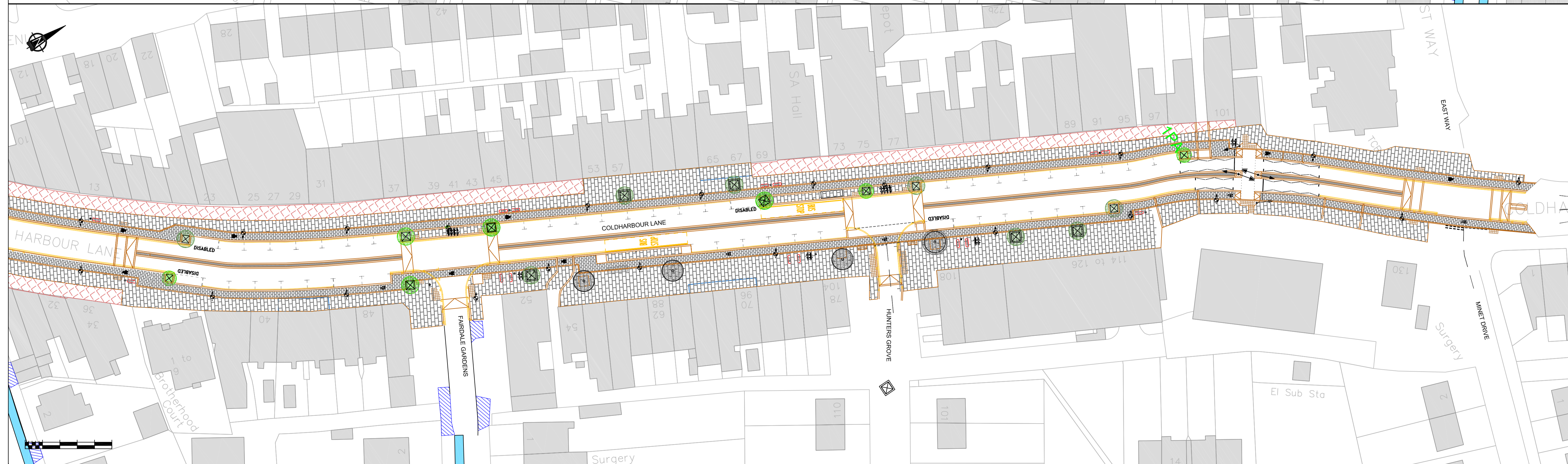
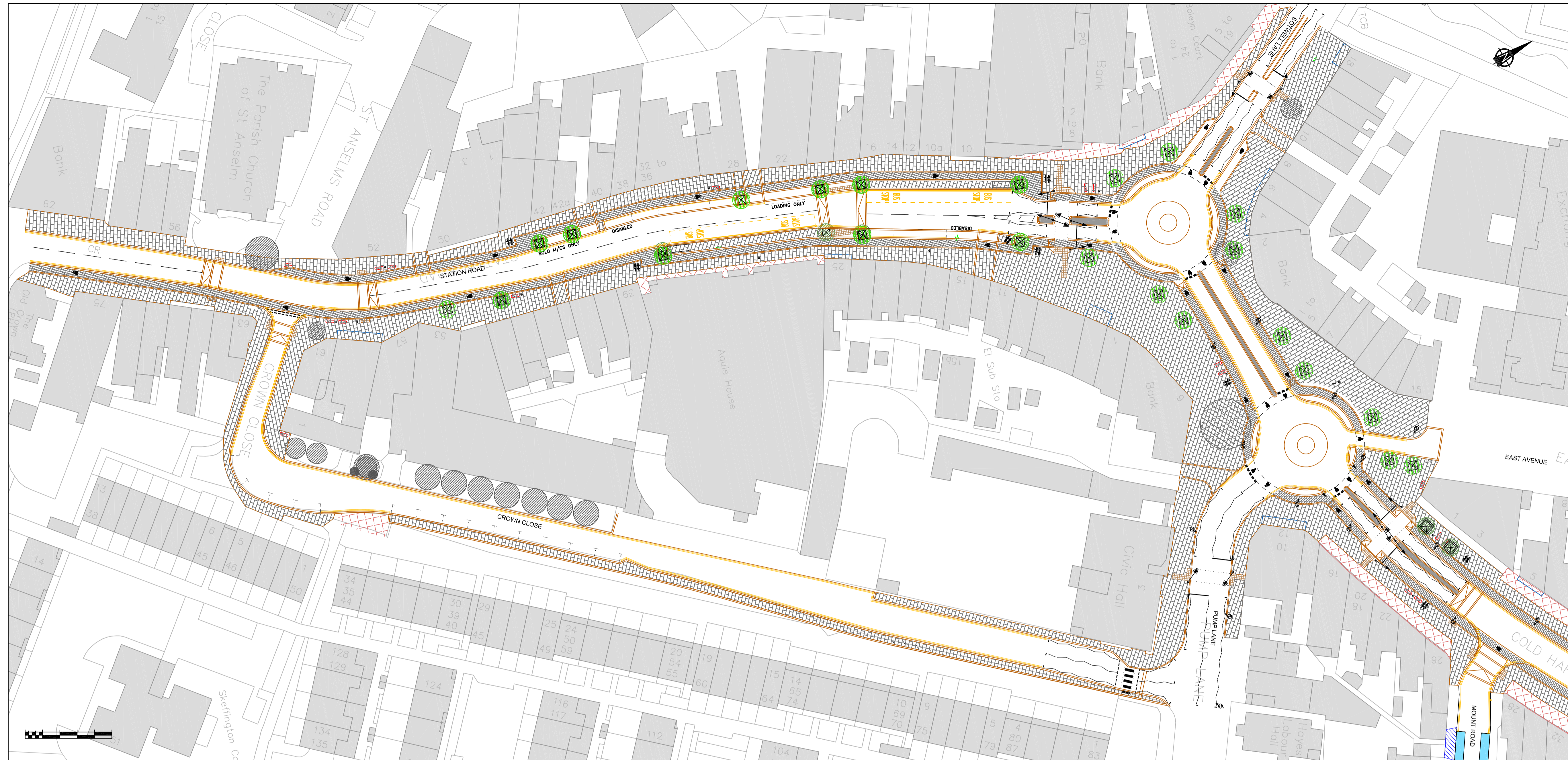
Coldharbour Lane, Hayes

Date August 2015

Scale 1:3,500



Extent of town centre improvements



- 1 ALL WORKS TO BE CARRIED OUT WITH THE CURRENT LOCAL AUTHORITY TERM MAINTENANCE CONTRACT
- 2 EXTENTS OF WORK TO BE CONFIRMED ONSITE WITH COUNCIL AND LONDON BUSES REPRESENTATIVES
- 3 OUTLINE DESIGN BASED ON INFORMATION PROVIDED BY STEER DAVIES GLEAVE 2014.
- 4 LAYOUT BASED ON TOPOGRAPHICAL SURVEY BY SURVEY SOLUTIONS COMPLETE 10 JANUARY 2012
- 5 DO NOT SCALE FROM THIS DRAWING

KEY

- OS BASE
- TOPOGRAPHICAL SURVEY
- PROPOSED KERB LINE
- PROPOSED LIGHTING COLUMN
- RELOCATED BENCH
- PROPOSED CYCLE STAND
- PROPOSED LITTER BIN
- PROPOSED CCTV MAST
- PROPOSED CLOCK FEATURE
- PROPOSED BENCH AROUND TREE
- PRIVATE LAND
- FOOTWAY LICENSE AREA
- INDICATIVE PROPOSED TREE LOCATION SUBJECT TO CCTV AND LIGHTING DESIGN
- EXISTING TREE TO REMAIN
- LEGIBLE LONDON
- PROPOSED CYCLE LANE
- PROPOSED FOOTWAY

REV	DATE	DESCRIPTION	ENG	CHK

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 London Borough of Hillingdon 10001923 2014

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Project
**TOWN CENTRE IMPROVEMENT PROJECTS
 2014/15**

Description
**HAYES TOWN CENTRE IMPROVEMENTS
 STATION RD / BOTWELL LA / COLDHARBOUR LANE
 APPENDIX B**

Scale	Originated	Designed	Drawn	Date
1:500@A1	HW	SDG	RY	12.06.14
Project No.	Drawing No.	Rev.		
E/A1				