

Job Name: Stag Brewery, Mortlake
Job No: 38262
Date: 01/07/2022
Prepared By: R. Mallet / P.Wadey
Subject: Assessment of Bus stops

1.1 Introduction

1.1.1 This Technical Note has been prepared following comments received from TfL regarding the design of the bus stops along Mortlake High Street and Lower Richmond Road. Comments received from TfL are as follows:

In order to facilitate the proposed development along Lower Richmond Road and Mortlake High Street, the applicant is proposing alterations to some bus stop locations along this corridor. Whilst TfL agreed the principle of these changes in 2016, TfL would recommend that the applicant reconfirms the length and widths of each stop and stand to ensure they meet TfL's current standards and include tracking with a 12m single deck rigid bus to demonstrate that they are accessible.

The applicant should also provide tracking for the Sheen Lane mini roundabout to demonstrate that buses can still circumnavigate this roundabout in order to turn from the westbound side of the high street onto the eastbound side to access the bus stands.

The applicant should confirm that these stops and stands meet the TfL design standards for Accessible Bus Stops.

1.1.2 This technical note provides details to address all the above TfL comments.

1.2 Bus Stops Design Guidance Compliance

1.2.1 The proposed bus stop locations, design, dimensions and tracking of a 12m single decker bus are provided on drawing number 38262-5520-28, included in Appendix A.

1.2.2 Details of each bus stop, including their existing layout, proposed provision and design guidance compliance (regarding compliance with TfL's Accessible Bus Stop Design Guidance (2017 edition)) is provided on Table 1 with their locations shown on Figure 1 below.

Figure 1 – Bus Stop Locations

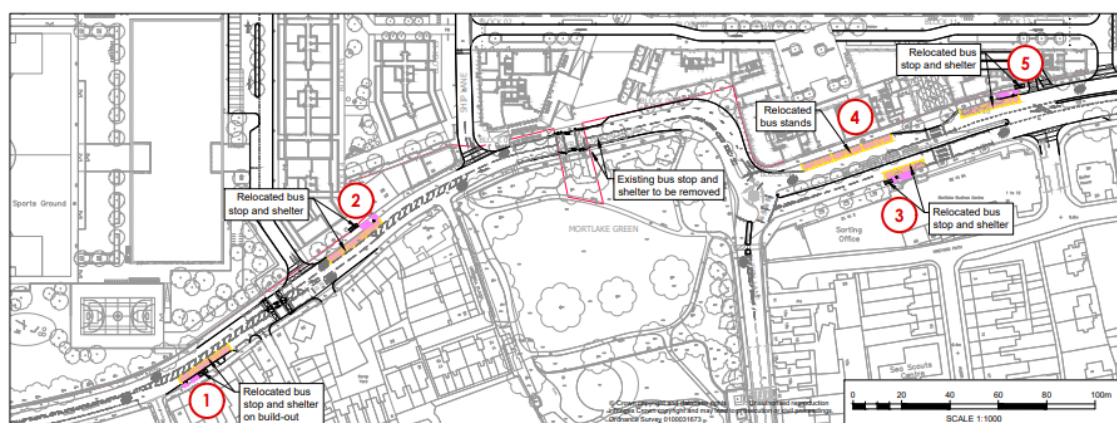


Table 1 – Bus Stop Design Guidance Compliance

	Location	Current provision	Proposed provision	Comments	Design Guidance Compliant?
1	Westbound bus stop on Lower Richmond Road adjacent to no's 39 to 49	19m long bus stop cage and shelter located outside no's 51a to 55. Footway width 2.2m	25m long bus stop cage and shelter on footway build-out located outside no's 39 to 49. Footway width 2.5m past shelter, max width 4.6m.	Relocated east of Rosemary Lane to enable wider footway and more space for waiting passengers.	Yes, dimensions greater than minimum <i>Figure 15: Full-width boarder.</i>
2	Eastbound bus stop on Lower Richmond Road next to no's 38 to 44	21m long bus stop cage and shelter located in front of no's 38 to 44. Footway width 2.6m partially obstructed by shelter.	27m long bus stop cage and shelter located next to no's 38 to 44.	Bus shelter positioned on development to enable unobstructed footway width of 2.2m	Yes, dimensions similar to <i>Figure 14: Exit side of junction</i> but exit taper is not required as there are no parking bays in the vicinity of the stop
3	Westbound bus stop on Mortlake High Street next to Mortlake Business Centre	Bus shelter and flag located on footway. No cage marking.	17m long bus stop cage and shelter located	Bus Stop is currently functional and compliant so does not need to be updated.	Yes, dimensions similar to <i>Figure 13: Exit side of pedestrian crossing</i> but exit taper is not required as there are no parking bays in the vicinity of the stop
4	Eastbound bus stands on Mortlake High Street outside former brewery	Combined cage marking 49m long with 3 bus stands and 1 bus stop	39m long cage marking for 3 bus stands located west of new zebra crossing	Bus stands split from shared cage marking and moved westwards from current position. No opportunity to extend due to turning movements at junction.	No requirements specified for bus stands however three 12m buses can be accommodated as per current provision. 14m exit taper exceeds requirements.
5	Eastbound bus stop on Mortlake High Street outside former brewery	Combined cage marking 49m long with 3 bus stands and 1 bus stop	25m long cage marking and shallow build out for 1 bus stop	Bus shelter positioned on development to enable unobstructed footway width of 2.4m	Non-standard layout due to complex site constraints. <i>Figure 12</i> suggests 28m so a shallow build-out has been provided to help mitigate this. In addition swept path analysis shows bus stop is functional and accessible as per guidance.

1.3 Bus Shelters

1.3.1 The positions of bus shelters differ from the design guidance recommendations due to various site constraints, however, where possible we have sought to improve on the current situations by locating shelters within the development where possible to provide clear

footway space. Bus stops are functional and provide adequate visibility towards oncoming buses.

- 1.3.2 Unobstructed boarding and alighting zones are shown for all bus stops on drawing number 38262-5520-28, included in Appendix A.

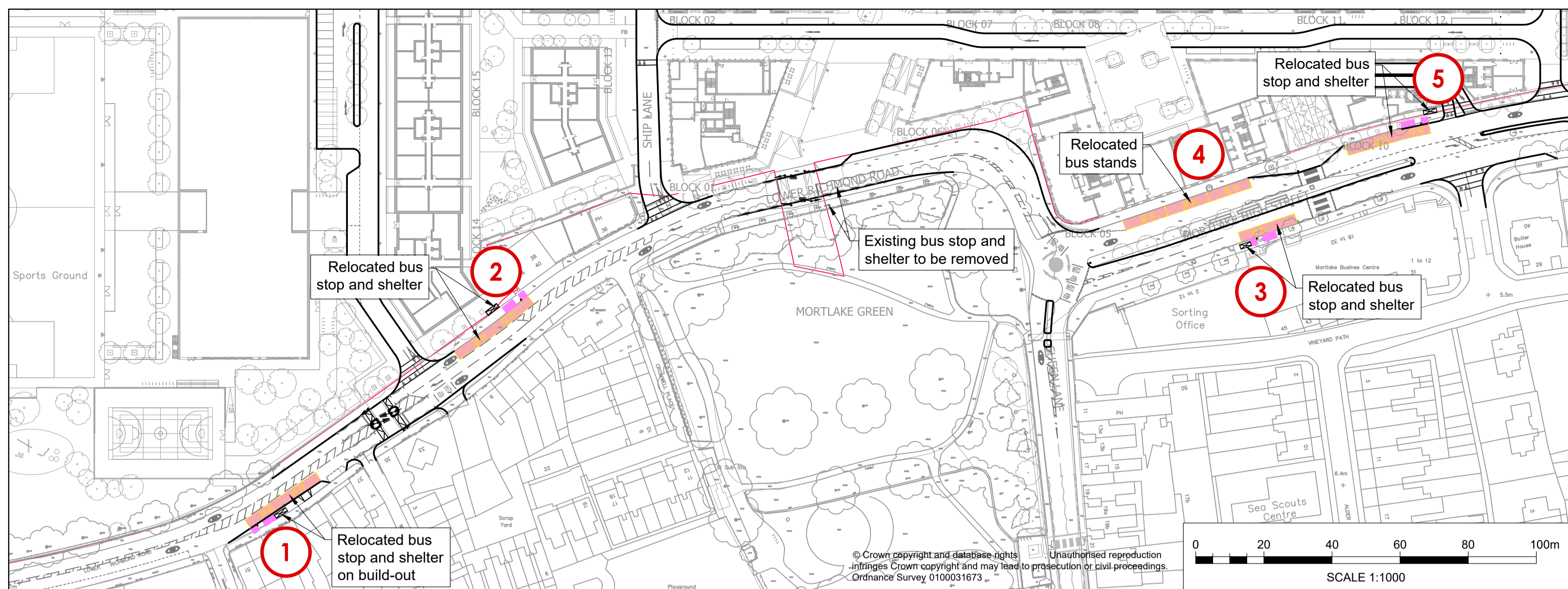
1.4 U-Turn at Sheen Lane Roundabout

- 1.4.1 As per the existing situation, buses currently perform a U-turn at this junction from Mortlake High Street by utilising the nearside lane as they exit the bus stop close to the junction. This is also the case for a 12m single deck bus and the swept path for this is shown on drawing number 38262-5520-28, included in Appendix A.
- 1.4.2 The proposed amendments to traffic island widths at the junction do not make any material change to this situation nor is there any scope to improve this due to the physical highway constraints, including Mortlake Green and private land ownership.
- 1.4.3 It is therefore considered that the existing situation for buses turning here from the nearside lane is maintained.

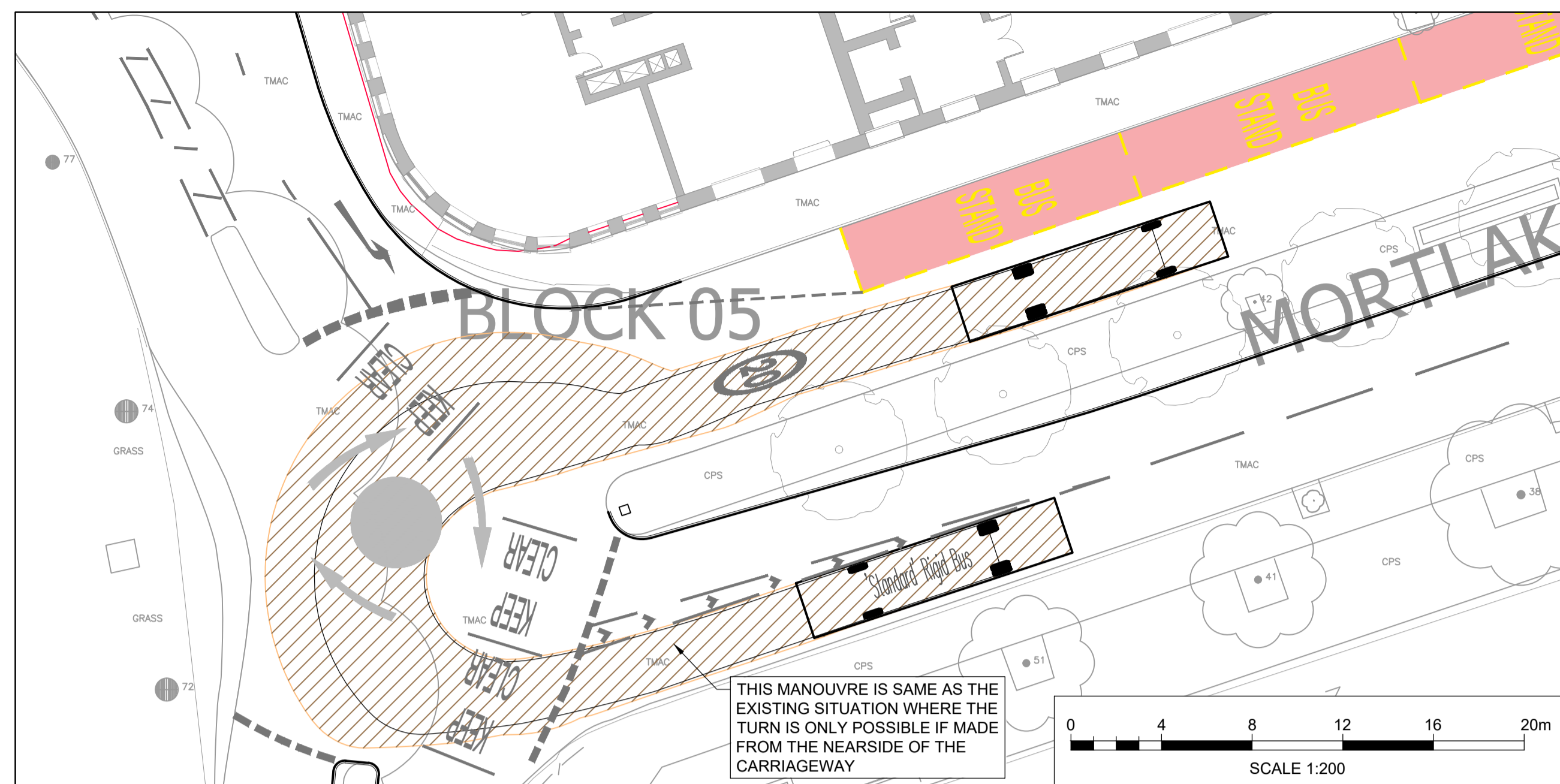
1.5 Summary

- 1.5.1 This Technical Note has been prepared following comments received from TfL regarding the design of the bus stops along Mortlake High Street and Lower Richmond Road.
- 1.5.2 Further details have been provided for each bus stop including the design, dimensions and tracking of a 12m single decker bus, which are shown to be in accordance with TfL's Accessible Bus Stop Design Guidance (2017 edition).
- 1.5.3 While bus stops and shelters are not all located in the recommended positions due to site constraints at each stop, they have been located in the most appropriate locations while still providing adequate visibility for oncoming buses.
- 1.5.4 Furthermore, the existing u-turning arrangement for buses at the Sheen Lane / Mortlake High Street / Lower Richmond Road junction is proposed to be maintained with the minor kerb alterations proposed not impeding buses manoeuvring here.

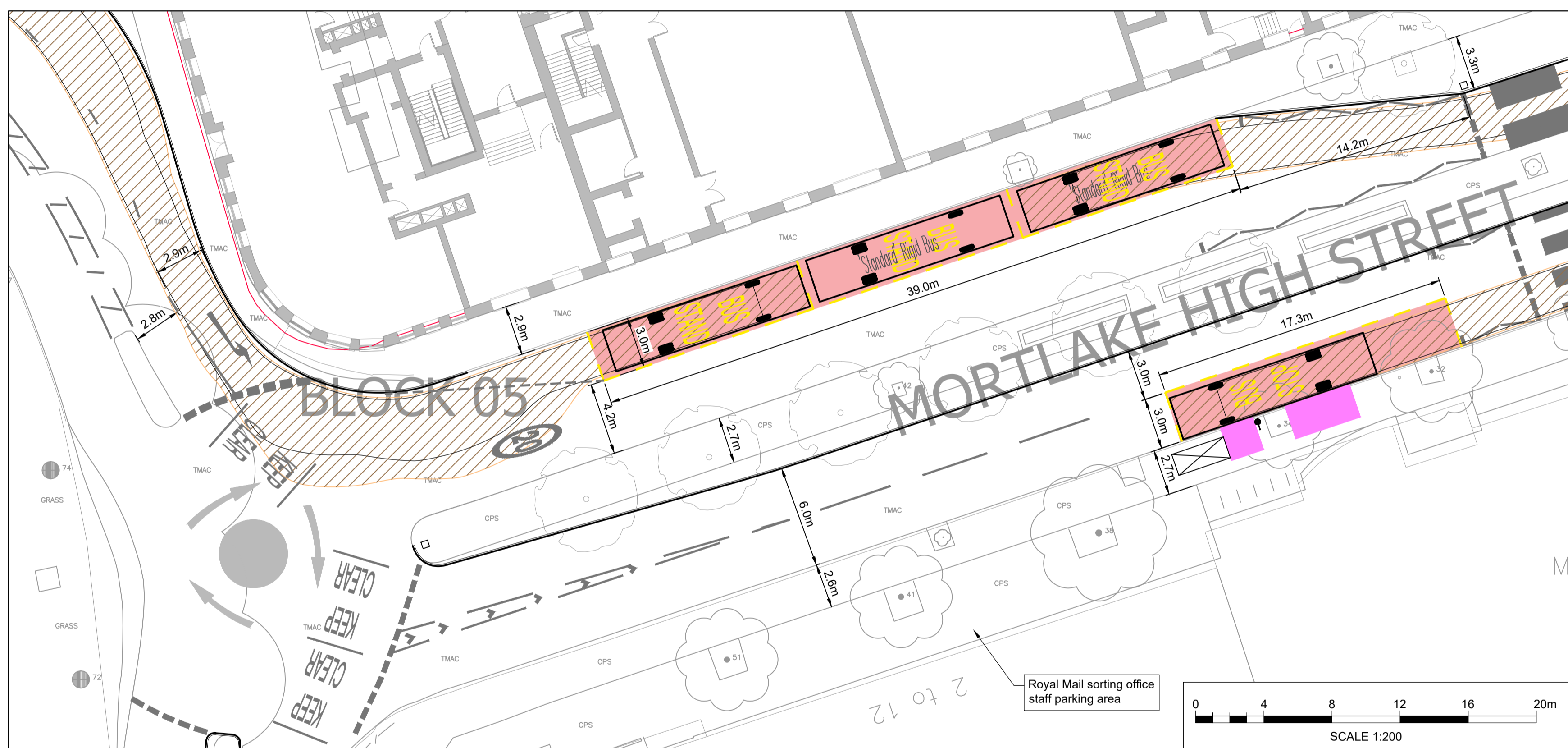
Appendix A – Bus Stop Plan



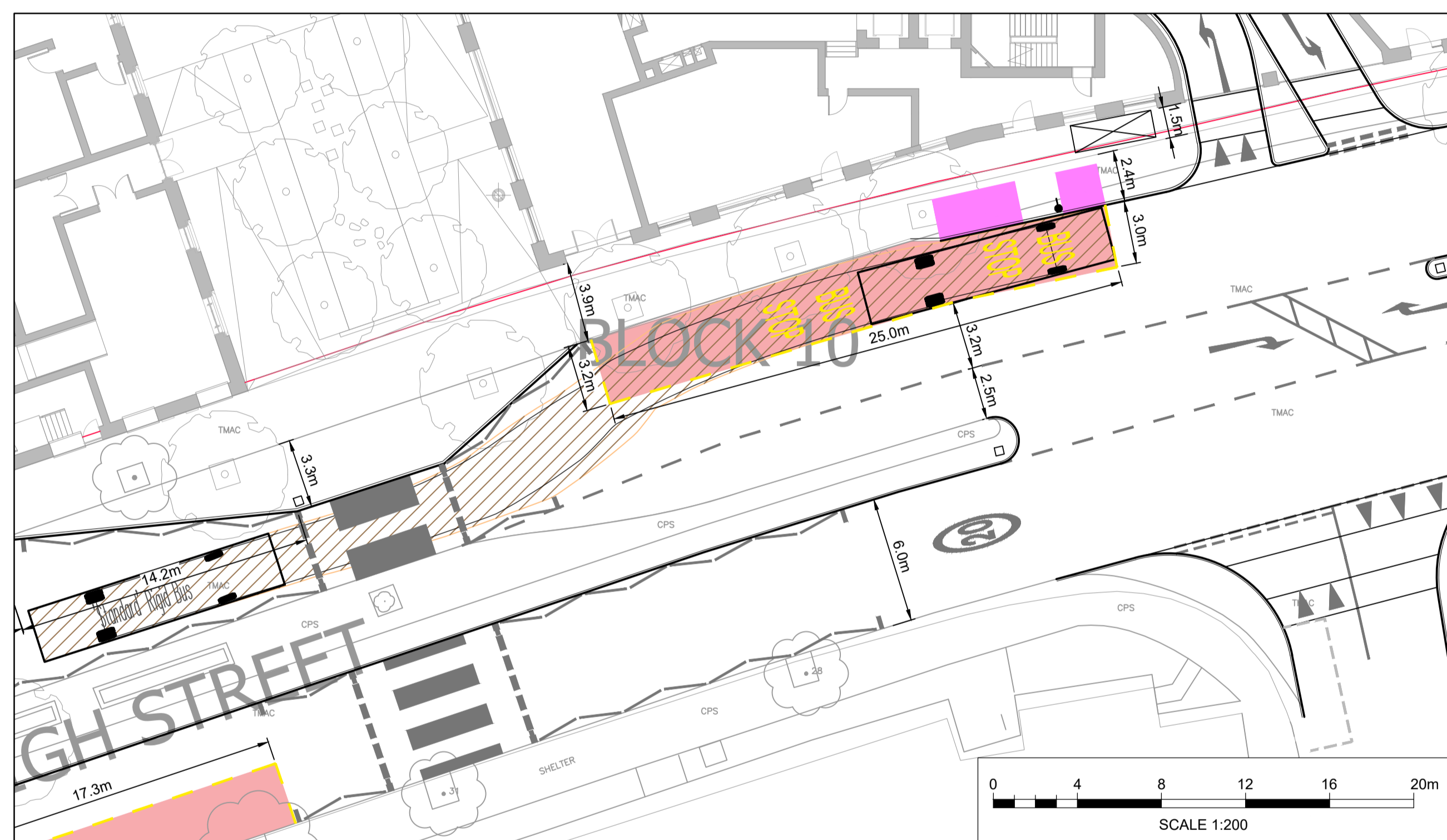
BUS STOP LOCATION PLAN



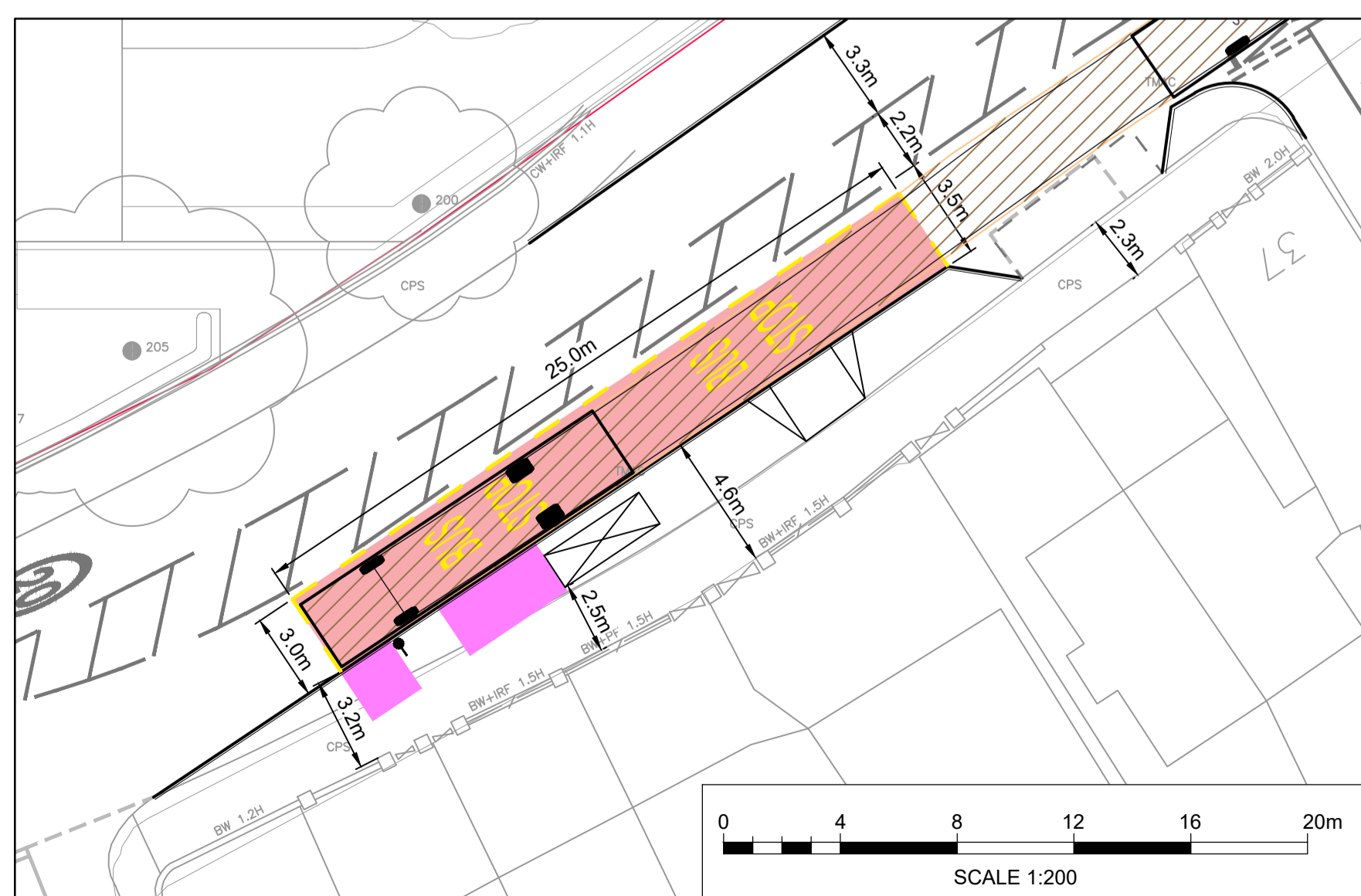
U-TURN MANOUVRE



BUS STOPS 3 AND 4



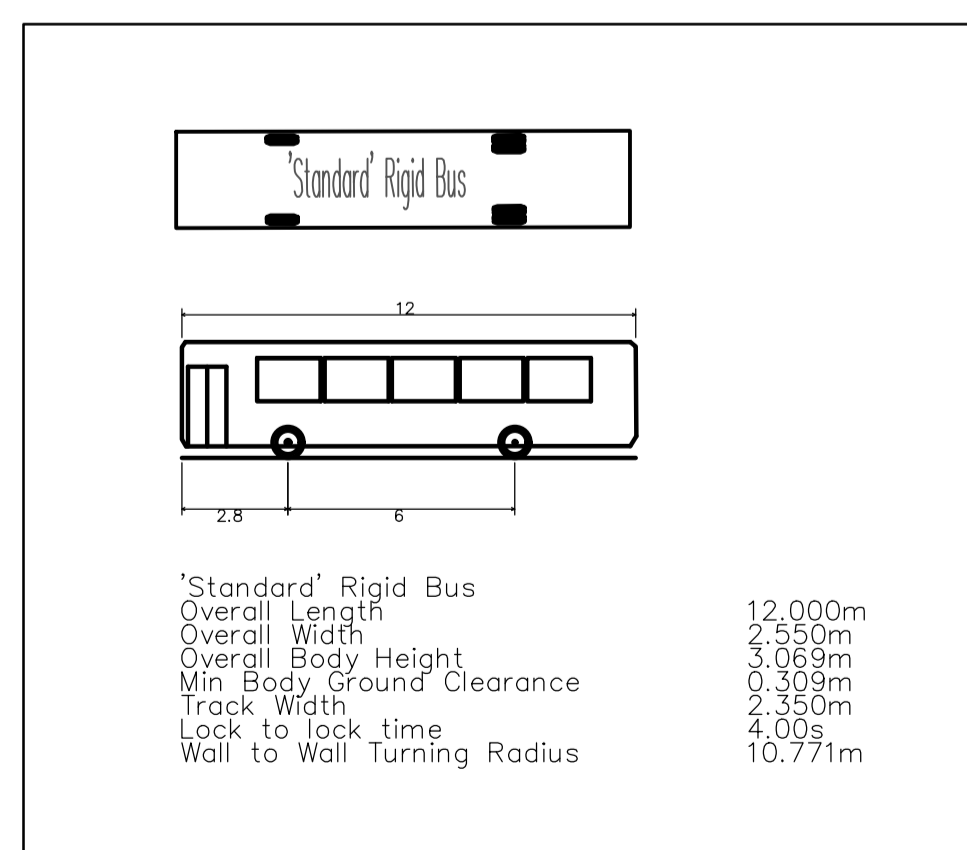
BUS STOP 5



BUS STOP 1



BUS STOP 2



KEY

	BUS STOP OR BUS STAND
	BOARDING AND ALIGHTING ZONES

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status: **FOR INFORMATION**

**STAG BREWERY, MORTLAKE
 SUSTAINABLE TRANSPORT STRATEGY
 BUS STOP LAYOUT & VEHICLE SWEEP PATH
 ANALYSIS FOR A 12m SINGLE DECKER BUS**

Client: **RESELTON PROPERTIES**

Date of 1st Issue	Designed	Drawn
30.06.2022	REM	REM
A1 Scale	Checked	Approved
1:1000 & 1:200	GD	PW
Drawing Number	Revision	
38262/5520/28	-	



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