

DPAC – Project Group Meeting held on 26 September 2005

Present

Nancy Pountain
Judi Bateman
Marta Hancock
John Ireland
Peter Maidens
Councillor Robin Turner
Roy Godfrey – Arriva
Nigel Snow – Arriva
Mick Watts – DCC

Apologies

Christine Yates
Marian Edge
Roy Holmes
Ann Webster

Minutes of previous meeting

Agreed

Matters arising

Mick confirmed that the experimental cycling order, which if approved would allow cycling before 10:00am and after 5:00pm in the St. Peter's Street to Queen Street pedestrianised zone would be advertised in the local media shortly. Mick undertook to let members know when the advert was to be published.

It was confirmed that a second lift would be installed at the Healthy Living Centre.

Mick confirmed the deposit of the Quad planning application.

DPAC had recently approved a report on the development of a citywide meeting database. Committee, and project group members had made a number of suggestions regarding the database development. Mick would incorporate the suggestions in an amended document and circulate for further comment.

Arriva

Mick welcomed Roy and Nigel from Arriva. Roy confirmed that Arriva at company level were considering the issues raised in the recently published DRC transport vehicle consultation.

Arriva operated 105 buses in Derby, 34 of the vehicles complied with the DDA vehicle accessibility regulations. The accessible buses were designated to specific routes:

- Chellaston / Allenton
- Oakwood / Chaddesden
- Austin estate

Following questions from members Roy commented that a number of factors were delaying investment in further accessible vehicles. They were:

- Temporary bus station
- Eagle Centre building work
- Inner ring road major maintenance
- Connecting Derby

Roy felt that until uncertainties surrounding the above issue were resolved investment in new/replacement accessible vehicles would be delayed. Roy did however confirm Arriva's commitment to providing accessible buses when the commercial conditions were right. Mick confirmed that a fully accessible fleet was required at the latest by 2015 under DDA legislation. Roy commented that he hope that his companies fleet in Derby was accessible well before that date.

It was confirmed by the Arriva representatives that bus drivers would assist disabled people onto the bus provided it is safe to do so. Any wheelchair user that can fit safely in the wheelchair space will be allowed on the bus. If the wheelchair space is occupied by another wheelchair user a second customer will not be allowed on the bus. If a buggy occupies the space, and if it is reasonable and safe to do so the driver will ask that the buggy be moved. Members expressed concerns that there could be situations where a wheelchair user would be refused admission to the bus because the space was occupied by a buggy, and the parent refused to move it. Roy commented that this situation could happen if the

driver had concerns about his/her health and safety. He did confirm however that drivers in Derby were undergoing a programme of customer care training that included a module on disabled customers.

Roy distributed to members copies of the guidance issued to drivers about disabled passenger customer care issues and the companies policy towards disabled passengers. Members thanked Roy for his honest, and frank assessment of the current company situation regarding accessible vehicles, and customer care.

Temporary bus station arrangements

Mick confirmed that the current bus station would close on 23 October. Temporary bus stops were being erected in various City Centre streets. The temporary arrangements would be advertised and publicised about a week to ten days before the change over, and would be in place for between two to three years.

Roy confirmed that Arriva would be employing a person to assist customers out on the street locate their new bus stop, and give more general travel advice.

Consultation on inspection of Blue Badges

Mick had circulated a Department of Transport (DOT) document on a Blue Badge consultation on guidance notes on the power by Police and enforcement officers to inspect the badges.

Members expressed surprise that the inspection power did not already exist. Members felt that all genuine badge holders should welcome the power, which should be in place by the end of this year. Members did however have concerns that only the Police could seize the badge if it was being:

- Misused by someone other than the badge holder
- The badge was stolen or fraudulently altered

Members envisaged situations where a traffic warden or parking attendant felt that seizure of the badge was warranted the Police had to be summoned, but whilst waiting for an officer to attend the driver left the scene taking the badge with them. Mick agreed to forward this concern to the DOT.

Any other business

None

Date, time and place of next meeting

12 December 2005, 2:00pm, Meeting Room 2, Council House