



Derby City Council

COUNCIL CABINET **21 January 2015**

Report of the Cabinet Member for
Neighbourhoods and Streetpride

ITEM 7

Bus Stop and Bus Stand Clearway policy review

SUMMARY

- 1.1 As part of the Derby Bus Services Customer Charter, the City Council and the main bus companies in Derby have committed themselves to improving the quality of bus services across the city to bring real benefits to passengers and the wider community.
- 1.2 Improving bus service reliability and accessibility is a key element of the charter and the Council and bus companies have invested heavily over the years in accessibility improvements and low floor vehicles to achieve this.
- 1.3 It is proposed that a review of the current bus stop and stands is undertaken with a view to standardising the operation of all clearways. This will help improve driver compliance and reduce instances of obstruction enabling passengers, regardless of their level of mobility to access bus services.

RECOMMENDATION

- 2.1 To adopt a standard approach to the introduction of and times of operation for bus stop and bus stand clearways. The standard approach will apply to all new bus stops and stands and existing bus stops and stands will be reviewed and brought in line over the next 12 months.

REASONS FOR RECOMMENDATION

- 3.1 Adopting a standard approach and setting clear operating times for bus stop and bus stand clearways will ensure that the Council meets its commitments under the terms of the Derby Bus Services Customer Charter and will ensure that vehicles, drivers and bus passengers are more easily able to understand what arrangements are in place.
- 3.2 Bus stop and stand clearways are essential to support bus passengers with mobility impairments, wheelchair/scooter users, young children and those with push chairs to access and exit buses more easily.



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Report of the Strategic Director for Neighbourhoods

SUPPORTING INFORMATION

- 4.1 The Vehicles Accessibility Regulations 2000 require all full size single deck buses over 7.5 tonnes to be wheelchair accessible by 2017 and all double decker buses by 2018. Ensuring that buses are always able to reach the bus stop will allow passengers in wheelchairs or with other impairments or with pushchairs to access and exit buses more easily.
- 4.2 Bus stop and stand clearways have been introduced at many locations across the city as part of on going programme to improve the reliability and accessibility of bus services in Derby. Other works have included installing raised kerbs to make it easier for people to board and alight from buses, improved information and new shelters. These works have been complemented by the introduction of a large number of new buses by the main bus companies in the city.
- 4.3 Clearways are an enforceable no stopping restrictions making it a contravention for other vehicles to stop in the clearway. They assist buses to access their designated stop so that passengers are able to get on and off them more easily.
- 4.4 Some confusion has arisen with drivers over the hours clearways operate across the city as these can vary considerably. The purpose of this report is to define a standard and simplified arrangement for bus stop and stand clearways that removes confusion and retains the necessary accessibility required by bus passengers.
- 4.5 Whilst the new standard approach needs to take a balanced and reasonable approach it also needs to meet the key objectives of improving the accessibility and reliability of bus services. It is therefore proposed that clearways at stops or stands served by bus routes which start operating after 7.00am and finishes before 7.00pm will only apply for these 12 hours a day. On routes where the bus service starts before 7.00am and ends after 7.00pm it is proposed that the clearways at the bus stop or stand will be operational for 24 hours a day. The restriction will only apply on days when the service operates. So for example when a service does not run on a Sunday the restriction will only apply Monday to Saturday.

- 4.6 All new bus stop and stand clearways introduced in future will adopt the new standard approach. All existing bus stops and bus stands will be reviewed and changes introduced where necessary.
- 4.7 There is a commitment to improve driver behaviour to support the reliability of public transport. Making use of mobile camera enforcement for bus stop and stand clearways has been a useful tool in helping to support the objective of changing driver behaviour. The review of bus stop and stand clearways and associated work will help ensure that the restrictions remain valid and meaningful. The introduction of any new bus stop and stand clearways will be prioritised at:
- those stops/stands where improvements have been made with access kerbs and
 - those locations where there is a known issue with other vehicles being parked at the bus stop/stand

OTHER OPTIONS CONSIDERED

- 5.1 Do nothing-
This would mean the current arrangements would continue however we have a duty to ensure that restrictions remain valid and meaningful which includes the necessity to ensure all restrictions are signed and lined appropriately to ensure the general motorist can understand and abide by the restriction.
- 5.2 Introduce clearways at stops which operate precisely when the bus services do –
This would be potentially expensive to introduce and difficult to enforce as the clearway restrictions and associated signage would need to change every time the bus service timetable did.

This report has been approved by the following officers:

Legal officer	Not applicable
Financial officer	Not applicable
Human Resources officer	Not applicable
Estates/Property officer	Not applicable
Service Director(s)	Tim Clegg Ann Webster
Other(s)	

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Background papers:	None

List of appendices:	Appendix 1 – Implications
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IMPLICATIONS

Financial and Value for Money

- 1.1 None directly arising although it is envisaged that the cost of reviewing existing bus stops and making necessary changes will be up to £40000. Funding for the review will be sought from the LTP capital programme in 2015/16 and this will be subject to a separate report.

Legal

- 2.1 Bus stop and stand clearways are governed by Section 19 of the Traffic Signs Regulations and General Directions 2002. This makes it an offense to fail to comply with the appropriate road markings and traffic signs. The time period on the sign can be varied.

Personnel

- 3.1 None arising

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- 4.1 None arising

Equalities Impact

- 5.1 Making sure bus services are able to reach stops easily will improve the ability of passengers who are wheelchair users or with other impairments to get on and off the bus more easily. It will also maximise the benefits of the low floor wheelchair accessible vehicles introduced by local bus operators.

Health and Safety

- 6.1 None arising

Environmental Sustainability

- 7.1 Improving bus service reliability and accessibility could encourage more people to use them thus reducing the number of people driving private cars and any pollution associated with them.

Property and Asset Management

8.1 None arising

Risk Management

9.1 Non arising

Corporate objectives and priorities for change

10.1 This project will contribute towards –
A thriving economy by creating the opportunity for more people to be able to access bus services to reach employment, leisure and shopping opportunities
Being safe and feeling safe by ensuring people with disabilities are sure they can safely board bus services.