



---

## Report of the Director of City Development

### Executive Board

Date: 22<sup>nd</sup> July 2009

Subject: ROUTE 163/166 BUS ACCESSIBILITY IMPROVEMENTS.

---

#### Electoral Wards Affected:

All wards

Ward Members consulted  
(referred to in report)

#### Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In

(Details contained in the report)

---

## EXECUTIVE SUMMARY

The purpose of this report is to seek approval to carry out accessibility improvements on the Arriva, 163/166 Leeds to Castleford core bus route. The scheme will continue the core routes programme to improve accessibility for all bus users but specifically disabled, elderly and people with push chairs.

The bus route covered in this approval is shown on drawing TPP5.3/01.

The Executive Board is requested to approve the design construction and supervision costs for the core route of £726,000 of which £72,000 has already been approved for preliminary design work.

### 1.0 PURPOSE OF THIS REPORT

1.1 The purpose of this report is to:

- i) request authority to carry out the detailed design and implementation of bus stop accessibility improvements along Route 163/166 as shown on drawing TPP5.3/01.
- ii) obtain approval to implement bus stop clearways at all bus stops which are to be raised;

- iii) obtain approval for the scheme estimates and cash flows;
- iv) obtain authority to spend £726,000 design, construction and site supervision costs, of which £72,000 has already been approved for preliminary design work.

## **2.0 BACKGROUND INFORMATION**

- 2.1 The partnership between Leeds City Council, Metro and the four other West Yorkshire Districts have established programmes of bus stop and shelter work for all the high frequency core bus routes and corridors. Existing kerbs are replaced by high bus boarder kerbs to allow level boarding and improved docking. (i.e. pull up immediately adjacent to the new raised kerbs) Also, bus stop clearways will be introduced at every raised bus stop.
- 2.2 As part of the proposed schemes, the West Yorkshire Passenger Transport Executive (Metro) will also be carrying out upgrades to the existing bus shelters.
- 2.3 The core bus routes programme has been ongoing on the 17 other core bus routes since 2005. These schemes have been approved and progressed through delegated powers.

## **3.0 MAIN ISSUES**

### **3.1 Design Proposals/Scheme Description**

#### **3.1.1 The objectives of the scheme are to:**

- i) ensure that all the bus stops on the core route are compatible with low floor buses to aid passenger boarding in accordance with the Disability Discrimination Act, by using bus boarder kerbs with a 180mm up stand that will provide near level access;
- ii) provide the optimum bus stop layout in order to improve the efficiency of the service;
- iii) introduce clearways at all bus stops where bus boarder kerbs are provided and propose Traffic Regulation Orders if and where required, to enable effective use of stopping facilities;
- iv) improve accessibility to the bus stops by providing dropped crossing points as required.

### **3.2 Consultations**

- 3.2.1 **Ward Members:** Ward Members will be consulted on the overall route prior to the public consultation commencing.
- 3.2.2 **Emergency Services and Metro (WYPTE):** The Emergency Services are consulted once the preliminary designs have been agreed. Metro are being consulted during the preliminary design process.

3.2.3 Frontages: Properties that front within 15m of a proposed clearway are consulted on the preliminary bus stop layouts and clearway proposals affecting their properties. Prior to construction all objections will be cleared under the procedure outlined in the Bus Stop Clearway report approved by the Director of Development and the Director of City Services in June 2005.

### 3.3 Programme

3.3.1 The Route 163/166 programme of bus stop work is to be completed in 3 phases, with the final phase to be completed by March 2011.

## 4.0 IMPLICATIONS FOR COUNCIL POLICY AND GOVERNANCE

### 4.1 Compliance with Council Policies

4.1.1 Environmental Policy: The measures comply with overall Aim number 6 “to reduce the environmental impact of traffic in the City by changes to the road system, by providing an efficient public transport system as an alternative to the private car”. Also in accordance with overall Aim number 7 of the Environmental Policy the proposals will help to “develop a safe healthy local environment which provides the best quality of life for its residents”.

4.1.2 Mobility: The introduction of raised bus stops and clearways will allow near level boarding to assist people with mobility problems, pushchairs and wheelchair users, and improve access to buses for all users.

4.1.3 Ethnic minorities, women and disabled people: There are no specific implications for ethnic minorities or women. The proposals comply with the Disability Discrimination Act.

4.1.4 Local Transport Plan: The scheme is in line with departmental policies to improve access to public transport.

- A1 Improve physical accessibility by making bus stops more accessible, improving the continuity and signage of cycle and walk routes.
- AQ2 Encouraging more sustainable travel.
- C1 Encourage modal switch to public transport.

4.1.5 LTP Policy Approval: The scheme has been instigated by the Transport Strategy Group and is included in the LTP programme.

### 4.2 Community Safety

4.2.1 The proposals contained in the report do have implications under Section 17 of the Crime and Disorder Act 1998. As part of the scheme Metro are to renew all shelter sites and upgrade stops which require shelters, to ensure they are safe and have well lit waiting areas.

## 5.0 LEGAL AND RESOURCE IMPLICATIONS

### 5.1 Scheme Design Estimate

5.1.1 The breakdown costs for the scheme is;

Works	£462,000
Design and supervision	£264,000

## 5.2 Capital Funding and Cash Flow

5.2.1 The cost of £726,000 can be met from the Integrated Transport Scheme 99609 within the approved Capital Programme and is eligible for 100% Government funding.

**Parent Scheme Number:** 99609

**Title:** Integrated Transport Scheme.

## 5.3 Risk Assessments

5.3.1 Raised kerbs and clearways are provided following consultation with the public. Sites where objections have been received from the public mean staff costs may vary. This variable has been added in to the estimated staff costs.

5.3.2 Installing the new bus stop infrastructure will greatly assist all bus users alight and depart the bus, provided the bus can dock at the new bus stop. If the clearways are not provided at these bus stops there is a high risk that the buses will not be able to pull close enough to the bus stop for users to easily board the bus.

## 6.0 CONCLUSIONS

6.1 The implementation of this route will continue the core route bus accessibility programme and allow near level boarding and assist wheelchair users, people with mobility problems and parents with pushchairs. The bus stops on this route are primarily serviced by Arriva. The scheme is working towards ensuring the council's compliance with the Disability Discrimination Act (DDA) whilst improving access to buses for all users.

## 7.0 RECOMMENDATIONS

### THE EXECUTIVE BOARD

7.1 The Executive Board is requested to;

- i) give approval to design and implement the accessibility work on the 163/166 core bus route to comply with the Disability Discrimination Act.
- ii) approve the estimated expenditure of £726,000 to be funded from the Integrated Transport Scheme 99609 within the approved Capital Programme.

## 8.0 BACKGROUND PAPERS

Report to the Director of Development and the Director of City Services:

- Bus Stop Clearways – 06 June 2005.